

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, D.C.

Revision: 18  
Date: 07/09/2012

**MASTER MINIMUM EQUIPMENT LIST**

BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

APPROVED BY :

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FLIGHT OPERATIONS EVALUATION BOARD

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MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Table of Contents

SYSTEM NO.	SYSTEM	PAGE
	Table of Contents	I, II
	Log of Revisions	III, IV, V, VI, VII, VIII
	Control Page	IX, X, XI, XII, XIII, XIV
	Highlights of Change	XV THRU XXVIII
	Definition	XXIX THRU XXXIV
	Preamble	XXXV, XXXVI
21	Air Conditioning	21-1 THRU 21-34
22	Auto Flight	22-1 THRU 22-4
23	Communications	23-1 THRU 23-12
24	Electrical Power	24-1 THRU 24-10
25	Equipment/Furnishings	25-1 THRU 25-14
26	Fire Protection	26-1 THRU 26-8
27	Flight Controls	27-1 THRU 27-12
28	Fuel	28-1 THRU 28-16
29	Hydraulic Power	29-1 THRU 29-6
30	Ice and Rain Protection	30-1 THRU 30-12
31	Indicating/Recording Systems	31-1 THRU 31-4
32	Landing Gear	32-1 THRU 32-8
33	Lights	33-1 THRU 33-18
34	Navigation	34-1 THRU 34-10
35	Oxygen	35-1 THRU 35-4
36	Pneumatic	36-1 THRU 36-12
38	Water/Waste	38-1 THRU 38-2
45	Central Maintenance Computer	45-1 THRU 45-2
46	Information Systems	46-1 THRU 46-2
49	Airborne Auxiliary Power	49-1 THRU 49-6
52	Doors	52-1 THRU 52-8
73	Engine Fuel & Control	73-1 THRU 73-2
74	Ignition	74-1 THRU 74-2
76	Engine Controls	76-1 THRU 76-2
77	Engine Indicating	77-1 THRU 77-2
78	Engine Exhaust	78-1 THRU 78-2
79	Engine Oil	79-1 THRU 79-2
80	Starting	80-1 THRU 80-2

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

**Table of Contents**  
(cont'd)

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MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Log of Revisions

REV NO.	DATE	PAGE NUMBERS	INITIALS
0a	05/27/1993	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,22-1,22-2,23-1,23-2,23-3, 24-1,24-2,24-3,25-1,25-2,25-3,25-4,26-1,26-2, 26-3,27-1,28-1,28-2,29-1,29-2,30-1,30-2,30-3, 30-4,30-5,30-6,30-7,31-1,32-1,33-1,33-2,33-3, 33-4,33-5,34-1,34-2,34-3,35-1,35-2,36-1,49-1, 52-1,73-1,74-1,76-1,77-1,78-1,79-1,80-1	
1	07/12/1993	HIGHLIGHTS OF REV., 30-1,30-2,30-3,30-4,30-5,30-6,30-7	
2	01/10/1994	HIGHLIGHTS OF REV., 21-1,21-2,21-3,21-4,21-5,22-1,22-2,23-1,23-2, 23-3,24-1,24-2,24-3,24-4,24-5,24-6,25-1,25-2, 25-3,25-4,26-1,26-2,26-3,27-1,27-2,28-1,28-2, 28-3,28-4,29-1,29-2,30-1,30-2,30-3,30-4,30-5, 30-6,30-7,30-8,31-1,31-2,32-1,33-1,33-2,33-3, 33-4,33-5,34-1,34-2,34-3,34-4,35-1,35-2,35-3, 36-1,36-2,49-1,52-1,52-2,73-1,74-1,76-1,77-1, 78-1,79-1,80-1	
2a	04/28/1994	HIGHLIGHTS OF REV., 34-1,34-2,34-4	
2b	08/09/1995	HIGHLIGHTS OF REV., DEFINITIONS, 22-2,22-3	
2c	04/15/1996	HIGHLIGHTS OF REV., DEFINITIONS, 34-1,34-2,34-3	
3	06/18/1996	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,22-3, 23-1,23-2,23-3,23-4,24-1,24-2,24-3,24-4,24-5, 24-6,24-7,25-1,25-2,25-3,25-4,25-5,25-6,26-1, 26-2,26-3,26-4,27-2,27-3,28-1,28-2,28-3,28-4, 28-5,28-6,29-1,29-2,30-1,30-2,30-3,30-4,30-5, 30-6,30-7,30-8,30-9,31-2,32-1,32-2,32-3,33-1, 33-2,33-3,33-4,33-5,33-6,34-1,34-2,34-3,34-4, 34-5,36-1,36-2,73-1,74-1	
4	11/27/1996	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-3,24-4,24-5,31-1,31-2	

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Log of Revisions**

(cont'd)

REV NO.	DATE	PAGE NUMBERS	INITIALS
5	05/01/2000	HIGHLIGHTS OF REV., 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,21-9, 21-10,21-11,22-1,22-2,22-3,22-4,23-1,23-2,23-3, 23-4,23-5,24-1,24-2,24-3,24-4,24-5,24-6,24-7, 24-8,24-9,24-10,25-1,25-2,25-3,25-4,25-5,25-6, 26-1,26-2,26-3,26-4,26-5,26-6,27-1,27-2,27-3, 27-4,27-5,27-6,28-1,28-2,28-3,28-4,28-5,28-6, 28-7,28-8,28-9,29-1,29-2,29-3,30-1,30-2,30-3, 30-4,30-5,30-6,30-7,30-8,30-9,30-10,31-1,31-2, 31-3,32-1,32-2,32-3,32-4,33-1,33-2,33-3,33-4, 33-5,33-6,34-1,34-2,34-3,34-4,34-5,34-6,35-1, 35-2,35-3,35-4,36-1,36-2,38-1,45-1,49-1,49-2, 49-3,52-1,52-2,52-3,52-4,73-1,74-1,74-2,76-1, 77-1,78-1,79-1,80-1	
6	05/25/2000	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-2,24-3,24-4,24-5,24-6,24-7,24-8,24-9, 24-10,30-1,30-2,30-3,30-4,30-5,30-6,30-7,30-8, 30-10,52-1,52-2,52-3	
7	04/30/2001	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,21-9, 21-10,21-11,21-12,21-13,21-14,21-15,21-16, 21-17,21-18,21-19,21-20,21-21,21-22,21-23, 21-24,21-25,22-1,22-2,22-3,22-4,23-1,23-2,23-3, 23-4,23-5,23-6,23-7,23-8,24-1,24-2,24-3,24-4, 24-5,24-6,24-7,24-8,24-9,24-10,25-1,25-2,25-3, 25-4,25-5,25-6,25-7,25-8,25-9,25-10,25-11, 25-12,26-1,26-2,26-3,26-4,26-5,26-6,26-7,26-8, 26-9,26-10,27-1,27-2,27-3,27-4,27-5,27-6,28-1, 28-2,28-3,28-4,28-5,28-6,28-7,28-8,28-9,28-10, 28-11,28-12,28-13,28-14,28-15,28-16,28-17,29-1, 29-2,29-3,30-1,30-2,30-3,30-4,30-5,30-6,30-7, 30-8,30-9,30-10,30-11,30-12,31-1,31-2,31-3, 31-4,32-1,32-2,32-3,32-4,33-1,33-2,33-3,33-4, 33-5,33-6,33-7,33-8,34-1,34-2,34-3,34-4,34-5, 34-6,34-7,34-8,34-9,34-10,35-1,35-2,35-3,35-4, 36-1,36-2,36-3,36-4,38-1,38-2,49-1,49-2,49-3, 49-4,49-5,52-1,52-2,52-3,52-4,52-5,73-1,74-1, 74-2,76-1,77-1,78-1,79-1,80-1	
8	08/28/2001	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-2,24-3,24-4,24-5,24-6,24-7,24-8,24-9, 30-1,30-2,30-3,30-4,30-5,30-6,30-7,30-8,30-9, 30-10,30-11,30-12,33-1,33-2,33-3,33-4,33-5, 33-6,33-7,33-8,33-9,36-1,36-2,36-3,36-4,49-1, 49-2,49-3,49-4,49-5	
9	01/24/2002	HIGHLIGHTS OF REV., DEFINITIONS, 26-1,26-6,73-1,73-2	

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Log of Revisions

(cont'd)

REV NO.	DATE	PAGE NUMBERS	INITIALS
10	12/04/2002	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,21-9, 21-10,21-11,21-12,21-13,21-14,21-15,21-16, 21-17,21-18,21-19,21-20,21-21,21-22,21-23, 21-24,21-25,21-26,21-27,21-28,21-29,21-30, 21-31,21-32,21-33,21-34,21-35,21-36,21-37,22-2, 22-3,22-4,23-1,23-2,23-3,23-4,23-5,23-6,23-7, 23-8,24-1,24-2,24-3,24-4,24-5,24-6,24-7,24-8, 24-9,24-10,24-11,24-12,24-13,24-14,24-15,24-16, 25-1,25-2,25-3,25-4,25-5,25-6,25-7,25-8,25-9, 25-10,25-11,25-12,25-13,25-14,26-1,26-2,26-3, 26-4,26-5,26-6,26-7,26-8,26-9,26-10,26-11, 26-12,27-1,27-2,27-3,27-4,27-5,27-6,27-7,27-8, 27-9,27-10,27-11,28-1,28-2,28-3,28-4,28-5,28-6, 28-7,28-8,28-9,28-10,28-11,28-12,28-13,28-14, 28-15,28-16,28-17,28-18,28-19,28-20,28-21,29-1, 29-2,30-1,30-2,30-3,30-4,30-5,30-6,30-7,30-8, 30-9,30-10,30-11,30-12,30-13,31-1,31-2,31-3, 31-4,31-5,32-1,32-2,32-3,32-4,32-5,32-6,32-7, 33-1,33-2,33-3,33-4,33-5,33-6,33-7,33-8,33-9, 34-1,34-2,34-3,34-4,34-5,34-6,34-7,34-8,34-9, 34-10,35-1,35-2,35-3,35-4,36-1,36-2,36-3,36-4, 36-5,36-6,36-7,36-8,36-9,38-1,38-2,49-1,49-2, 49-3,49-4,49-5,49-6,52-1,52-2,52-3,52-4,52-5, 52-6,52-7,73-1,73-2,74-1,74-2,76-1,77-1,78-1, 79-1,80-1	
11	09/22/2003	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-5,21-6,21-8,21-9,21-10,21-11, 21-13,21-14,21-15,21-16,21-17,21-18,21-19, 21-20,21-21,21-22,21-23,21-24,21-25,21-26, 21-27,21-28,21-29,21-30,21-31,21-32,21-33, 21-34,21-35,21-36,21-37,21-38,21-39,21-40, 21-41,21-42,21-43,21-44,21-45,21-46,22-2,22-3, 22-4,25-1,25-10,25-11,25-12,25-13,25-14,27-1, 27-2,27-3,27-4,27-5,27-6,27-7,27-8,27-9,27-10, 27-11,27-12,27-13,27-14,27-15,29-1,29-2,29-3, 31-1,31-2,31-3,31-4,31-5,32-1,32-2,32-3,32-4, 32-5,32-6,32-7,32-8,33-1,33-2,33-3,33-4,33-5, 33-6,33-7,33-8,33-9,33-10,36-1,36-2,36-3,36-4, 36-5,36-6,36-7,36-8,36-9,36-10,36-11,36-12, 36-13,36-14,36-15,36-16,49-1,49-2,49-3,49-4, 49-5,49-6,52-1,52-2,52-3,52-4,52-5,52-6,52-7, 52-8,74-2,78-1	

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Log of Revisions**

(cont'd)

REV NO.	DATE	PAGE NUMBERS	INITIALS
12	04/20/2004	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-6,21-7,21-8,21-9,21-10,21-11, 21-12,21-13,21-14,21-15,21-16,21-17,21-18, 21-19,21-20,21-21,21-22,21-23,21-24,21-25, 21-26,21-27,21-28,21-29,21-30,21-31,21-32, 21-33,21-34,21-35,21-36,21-37,21-38,21-39, 21-40,21-41,21-42,21-43,21-44,21-45,21-46,22-2, 22-3,2-4,22-5,23-1,23-2,23-3,3-4,23-5,23-6, 23-7,23-8,23-9,23-10,23-11,23-12,24-1,24-2, 25-3,25-4,25-5,25-6,25-7,25-8,25-9,25-10,25-11, 25-12,25-13,25-14,25-15,25-16,25-17,26-4,27-1, 27-2,27-3,27-4,27-5,27-6,27-7,27-8,27-9,27-10, 27-11,27-12,27-13,27-14,27-15,27-16,27-17,28-3, 28-4,28-5,28-6,28-10,28-11,28-12,28-15,28-18, 28-21,29-1,29-2,29-3,29-4,30-1,30-2,30-3,30-4, 30-5,30-6,30-7,30-8,30-9,30-10,30-11,30-12, 30-13,30-14,30-15,30-16,30-17,31-1,32-2,32-3, 32-4,32-5,32-6,32-7,32-8,33-1,33-2,33-3,33-5, 33-6,33-8,33-9,33-10,34-1,34-4,34-5,34-7,34-9, 35-1,36-1,36-2,36-3,36-4,36-6,36-7,36-11,36-13, 36-14,49-1,49-2,49-3,49-4,49-5,49-6,52-1,52-2, 52-3,74-2,77-1,78-1,80-1	
13	09/28/2004	HIGHLIGHTS OF REV., DEFINITIONS, 33-2,33-3,33-4,33-5,33-6,33-7,33-8,33-9,33-10, 33-11,33-12,33-13,33-14,33-15,33-16,34-3,34-4, 34-5,34-7,34-8,34-9,34-10	
13a	11/30/2004	HIGHLIGHTS OF REV., DEFINITIONS, 33-10,34-3,34-4,34-5,34-7,34-8,34-10	
14	11/23/2005	All	
15	09/07/2006	TABLE OF CONTENTS, HIGHLIGHTS OF REV., DEFINITIONS 21-6, 23-1, 23-8, 23-9, 24-1, 24-3, 24-4, 24-13, 25-3, 25-8, 25-9, 25-11, 25-12, 25-13, 25-14, 27-4, 27-8, 28-2, 28-3, 28-4 28-5, 28-6, 28-7, 28-8, 28-9, 28-10, 28-11, 28-12, 28-13, 28-14, 28-15, 28-16, 29-5, 30-12, 31-2, 33-8, 33-16, 34-8, 35-1, 49-1, 49-2, 73-1, 74-1, 79-1	
15a	03/07/2007	HIGHLIGHTS OF REV., 28-9	
15b	03/14/2007	HIGHLIGHTS OF REV., 21-3	

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Log of Revisions

(cont'd)

REV NO.	DATE	PAGE NUMBERS	INITIALS
16	02/25/2008	HIGHLIGHTS OF REV., 21-5, 21-6, 21-8, 21-27, 23-10, 24-4, 24-5, 24-13, 25-4, 25-6, 25-11, 25-13, 25-14, 27-1, 27-4, 27-6, 27-7, 28-1, 28-2, 28-8, 28-9, 28-11, 28-12, 28-13, 29-1, 29-4, 32-5, 33-3, 33-4, 49-1, 49-2, 49-3, 52-7, 73-2, 74-1, 74-2	
16a	06/10/2008	HIGHLIGHTS OF REV., 27-4, 29-1, 32-5, 32-6, 34-5, 49-2, 49-3	
16b	07/13/2009	TABLE OF CONTENTS, HIGHLIGHTS OF REV., 23-10, 23-11, 23-12, 24-1, 24-2, 27-3, 27-4, 27-5	
17	04/21/2010	HIGHLIGHTS OF REV., 21-8, 21-9, 21-23, 21-26, 22-3, 23-6, 23-7, 24-1, 24-2, 24-3, 24-4, 24-13, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-13, 25-14, 26-1, 26-2, 26-3, 27-1, 27-4, 27-10, 28-11, 28-15, 29-1, 29-4, 30-5, 30-10, 32-6, 34-1, 34-3, 34-8, 34-9, 35-1, 36-5, 46-1, 49-1, 49-2, 49-3, 52-7, 74-2, 78-1, 79-1	
18	07/09/2012	All	



MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

### Control Page

SYSTEM	PAGE	REV NO	CURRENT DATE
Cover Page	NO NUMBER	18	07/09/2012
Table of Contents	I	18	07/09/2012
	II	18	07/09/2012
Log of Revisions	III	18	07/09/2012
	IV	18	07/09/2012
	V	18	07/09/2012
	VI	18	07/09/2012
	VII	18	07/09/2012
	VIII	18	07/09/2012
Control Page	IX	18	07/09/2012
	X	18	07/09/2012
	XI	18	07/09/2012
	XII	18	07/09/2012
	XIII	18	07/09/2012
Highlights of Change	XIV	18	07/09/2012
	XV	18	07/09/2012
	XVI	18	07/09/2012
	XVII	18	07/09/2012
	XVIII	18	07/09/2012
	XIX	18	07/09/2012
	XX	18	07/09/2012
	XXI	18	07/09/2012
	XXII	18	07/09/2012
	XXIII	18	07/09/2012
	XXIV	18	07/09/2012
	XXV	18	07/09/2012
	XXVI	18	07/09/2012
	XXVII	18	07/09/2012
	XXVIII	18	07/09/2012
Definitions	XXIX	9	07/05/2005
	XXX	9	07/05/2005
	XXXI	9	07/05/2005
	XXXII	9	07/05/2005
	XXXIII	15	09/07/2006
	XXXIV	15	09/07/2006
Preamble	XXXV	2	06/14/1989
	XXXVI	2	06/14/1989
21	21-1	18	07/09/2012
	21-2	18	07/09/2012
	21-3	18	07/09/2012
	21-4	18	07/09/2012
	21-5	18	07/09/2012
	21-6	18	07/09/2012
	21-7	18	07/09/2012
	21-8	18	07/09/2012
	21-9	18	07/09/2012
	21-10	18	07/09/2012
	21-11	18	07/09/2012
	21-12	18	07/09/2012

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

**Control Page**  
(cont'd)

SYSTEM	PAGE	REV NO	CURRENT DATE
	21-13	18	07/09/2012
	21-14	18	07/09/2012
	21-15	18	07/09/2012
	21-16	18	07/09/2012
	21-17	18	07/09/2012
	21-18	18	07/09/2012
	21-19	18	07/09/2012
	21-20	18	07/09/2012
	21-21	18	07/09/2012
	21-22	18	07/09/2012
	21-23	18	07/09/2012
	21-24	18	07/09/2012
	21-25	18	07/09/2012
	21-26	18	07/09/2012
	21-27	18	07/09/2012
	21-28	18	07/09/2012
	21-29	18	07/09/2012
	21-30	18	07/09/2012
	21-31	18	07/09/2012
	21-32	18	07/09/2012
	21-33	18	07/09/2012
	21-34	18	07/09/2012
22	22-1	18	07/09/2012
	22-2	18	07/09/2012
	22-3	18	07/09/2012
	22-4	18	07/09/2012
23	23-1	18	07/09/2012
	23-2	18	07/09/2012
	23-3	18	07/09/2012
	23-4	18	07/09/2012
	23-5	18	07/09/2012
	23-6	18	07/09/2012
	23-7	18	07/09/2012
	23-8	18	07/09/2012
	23-9	18	07/09/2012
	23-10	18	07/09/2012
	23-11	18	07/09/2012
	23-12	18	07/09/2012
24	24-1	18	07/09/2012
	24-2	18	07/09/2012
	24-3	18	07/09/2012
	24-4	18	07/09/2012
	24-5	18	07/09/2012
	24-6	18	07/09/2012
	24-7	18	07/09/2012
	24-8	18	07/09/2012
	24-9	18	07/09/2012
	24-10	18	07/09/2012

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Control Page**  
(cont'd)

SYSTEM	PAGE	REV NO	CURRENT DATE
25	25-1	18	07/09/2012
	25-2	18	07/09/2012
	25-3	18	07/09/2012
	25-4	18	07/09/2012
	25-5	18	07/09/2012
	25-6	18	07/09/2012
	25-7	18	07/09/2012
	25-8	18	07/09/2012
	25-9	18	07/09/2012
	25-10	18	07/09/2012
	25-11	18	07/09/2012
	25-12	18	07/09/2012
	25-13	18	07/09/2012
	25-14	18	07/09/2012
26	26-1	18	07/09/2012
	26-2	18	07/09/2012
	26-3	18	07/09/2012
	26-4	18	07/09/2012
	26-5	18	07/09/2012
	26-6	18	07/09/2012
	26-7	18	07/09/2012
	26-8	18	07/09/2012
27	27-1	18	07/09/2012
	27-2	18	07/09/2012
	27-3	18	07/09/2012
	27-4	18	07/09/2012
	27-5	18	07/09/2012
	27-6	18	07/09/2012
	27-7	18	07/09/2012
	27-8	18	07/09/2012
	27-9	18	07/09/2012
	27-10	18	07/09/2012
	27-11	18	07/09/2012
	27-12	18	07/09/2012
28	28-1	18	07/09/2012
	28-2	18	07/09/2012
	28-3	18	07/09/2012
	28-4	18	07/09/2012
	28-5	18	07/09/2012
	28-6	18	07/09/2012
	28-7	18	07/09/2012
	28-8	18	07/09/2012
	28-9	18	07/09/2012
	28-10	18	07/09/2012
	28-11	18	07/09/2012
	28-12	18	07/09/2012
	28-13	18	07/09/2012
	28-14	18	07/09/2012
	28-15	18	07/09/2012
	28-16	18	07/09/2012

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

**Control Page**  
(cont'd)

SYSTEM	PAGE	REV NO	CURRENT DATE
29	29-1	18	07/09/2012
	29-2	18	07/09/2012
	29-3	18	07/09/2012
	29-4	18	07/09/2012
	29-5	18	07/09/2012
	29-6	18	07/09/2012
30	30-1	18	07/09/2012
	30-2	18	07/09/2012
	30-3	18	07/09/2012
	30-4	18	07/09/2012
	30-5	18	07/09/2012
	30-6	18	07/09/2012
	30-7	18	07/09/2012
	30-8	18	07/09/2012
	30-9	18	07/09/2012
	30-10	18	07/09/2012
31	30-11	18	07/09/2012
	30-12	18	07/09/2012
	31-1	18	07/09/2012
	31-2	18	07/09/2012
	31-3	18	07/09/2012
32	31-4	18	07/09/2012
	32-1	18	07/09/2012
	32-2	18	07/09/2012
	32-3	18	07/09/2012
	32-4	18	07/09/2012
	32-5	18	07/09/2012
	32-6	18	07/09/2012
	32-7	18	07/09/2012
33	32-8	18	07/09/2012
	33-1	18	07/09/2012
	33-2	18	07/09/2012
	33-3	18	07/09/2012
	33-4	18	07/09/2012
	33-5	18	07/09/2012
	33-6	18	07/09/2012
	33-7	18	07/09/2012
	33-8	18	07/09/2012
	33-9	18	07/09/2012
	33-10	18	07/09/2012
	33-11	18	07/09/2012
	33-12	18	07/09/2012
	33-13	18	07/09/2012
	33-14	18	07/09/2012
	33-15	18	07/09/2012
	33-16	18	07/09/2012
	33-17	18	07/09/2012
	33-18	18	07/09/2012

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

**Control Page**  
(cont'd)

SYSTEM	PAGE	REV NO	CURRENT DATE
34	34-1	18	07/09/2012
	34-2	18	07/09/2012
	34-3	18	07/09/2012
	34-4	18	07/09/2012
	34-5	18	07/09/2012
	34-6	18	07/09/2012
	34-7	18	07/09/2012
	34-8	18	07/09/2012
	34-9	18	07/09/2012
	34-10	18	07/09/2012
35	35-1	18	07/09/2012
	35-2	18	07/09/2012
	35-3	18	07/09/2012
	35-4	18	07/09/2012
36	36-1	18	07/09/2012
	36-2	18	07/09/2012
	36-3	18	07/09/2012
	36-4	18	07/09/2012
	36-5	18	07/09/2012
	36-6	18	07/09/2012
	36-7	18	07/09/2012
	36-8	18	07/09/2012
	36-9	18	07/09/2012
	36-10	18	07/09/2012
	36-11	18	07/09/2012
	36-12	18	07/09/2012
38	38-1	18	07/09/2012
	38-2	18	07/09/2012
45	45-1	18	07/09/2012
	45-2	18	07/09/2012
46	46-1	18	07/09/2012
	46-2	18	07/09/2012
49	49-1	18	07/09/2012
	49-2	18	07/09/2012
	49-3	18	07/09/2012
	49-4	18	07/09/2012
	49-5	18	07/09/2012
	49-6	18	07/09/2012
52	52-1	18	07/09/2012
	52-2	18	07/09/2012
	52-3	18	07/09/2012
	52-4	18	07/09/2012
	52-5	18	07/09/2012
	52-6	18	07/09/2012
	52-7	18	07/09/2012
	52-8	18	07/09/2012
73	73-1	18	07/09/2012
	73-2	18	07/09/2012
74	74-1	18	07/09/2012
	74-2	18	07/09/2012

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Control Page**  
(cont'd)

SYSTEM	PAGE	REV NO	CURRENT DATE
76	76-1	18	07/09/2012
	76-2	18	07/09/2012
77	77-1	18	07/09/2012
	77-2	18	07/09/2012
78	78-1	18	07/09/2012
	78-2	18	07/09/2012
79	79-1	18	07/09/2012
	79-2	18	07/09/2012
80	80-1	18	07/09/2012
	80-2	18	07/09/2012

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Highlights of Change

The purpose of this revision is to introduce technical and editorial changes.

Also, the revision 18 introduces the model CL-600-2E25.

### SUMMARY OF TECHNICAL AND EDITORIAL CHANGES

Item No.	Type of change	Highlights of changes
21-22-01	Technical	– The model 600-2E25 is introduced in this item and typo correction.
21-23-01	Technical	– The model 600-2E25 is introduced in this item.
21-23-02	Technical	– The model 600-2E25 is introduced in this item.
21-24-02	Technical	– The model 600-2E25 is introduced in this item.
21-24-03	Technical	– The model 600-2E25 is introduced in this item.
21-24-07	Technical	– The model 600-2E25 is introduced in this item.
21-31-01	Technical	– The model 600-2E25 is introduced in this item.
21-31-02	Technical	– The model 600-2E25 is introduced in this item.
21-31-03	Technical	– The model 600-2E25 is introduced in this item.
21-32-01	Technical	– The model 600-2E25 is introduced in this item.
21-33-01	Technical	– The model 600-2E25 is introduced in this item.
21-40-01	Technical	– The new ModSums 670T82406 (production) and 670T040476 (in-service) are introduced for the CL-600-2C10/-2D15/-2D24 models. – The model 600-2E25 is introduced in this item.
21-50-01	Technical	– The model 600-2E25 is introduced in this item.
21-51-01	Technical	– The model 600-2E25 is introduced in this item.
21-51-02	Technical	– The model 600-2E25 is introduced in this item. – Order of provisos change c) & d)
21-51-03	Technical	– The model 600-2E25 is introduced in this item.
21-51-04	Technical	– The model 600-2E25 is introduced in this item.
21-51-05	Technical	– The note is modified to address the various failure modes of pressure transducer such as output drift. –
21-52-01	Technical	– The model 600-2E25 is introduced in this item.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Highlights of Change**

Item No.	Type of change	Highlights of changes
21-52-02	Technical	– The model 600-2E25 is introduced in this item.
21-52-03	Technical	– The model 600-2E25 is introduced in this item..
21-55-03	Technical	– The model 600-2E25 is introduced in this item.
21-55-04	Technical	– The model 600-2E25 is introduced in this item.
21-55-05	Technical	– The model 600-2E25 is introduced in this item.
21-61-01	Technical	– The model 600-2E25 is introduced in this item.
21-61-04	Technical	– The model 600-2E25 is introduced in this item.
22-10-01	Technical	– The model 600-2E25 is introduced in this item.
22-10-02	Technical	– The note for T/O CONFIG OK is addressed in the relief. – The model 600-2E25 is introduced in this item.
22-11-01	Technical	– The model 600-2E25 is introduced in this item.
22-11-02	Technical	– The model 600-2E25 is introduced in this item.
22-11-03	Technical	– The model 600-2E25 is introduced in this item.
22-12-01	Technical	– The model 600-2E25 is introduced in this item.
22-12-02	Technical	– The model 600-2E25 is introduced in this item.
22-21-01	Technical	– The model 600-2E25 is introduced in this item.
22-22-01	Technical	– The model 600-2E25 is introduced in this item.
22-30-01	Technical	– New item is introduced for the model 600-2B19 for Auto-throttle System installed as per the STC# SA8191NM-D
23-11-01	Technical	– The model 600-2E25 is introduced in this item.
23-12-01	Technical	– The model 600-2E25 is introduced in this item.
23-21-01	Technical	– The model 600-2E25 is introduced in this item.
23-22-01	Technical	– A note is added to both sets of provisos. – The model 600-2E25 is introduced in this item.
23-22-02	Technical	– A note is added to the item. – The model 600-2E25 is introduced in this item.
23-22-03	Technical	– The model 600-2E25 is introduced in this item.



MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Highlights of Change

Item No.	Type of change	Highlights of changes
23-31-01	Technical	– The model 600-2E25 is introduced in this item.
23-31-02	Technical	– The model 600-2E25 is introduced in this item.
23-32-01	Technical	– The model 600-2E25 is introduced in this item.
23-40-01	Technical	– The model 600-2E25 is introduced in this item.
23-51-01	Technical	– The model 600-2E25 is introduced in this item.
23-51-02	Technical	– The model 600-2E25 is introduced in this item.
23-51-03	Technical	– The model 600-2E25 is introduced in this item.
23-51-04	Technical	– The model 600-2E25 is introduced in this item.
23-51-05	Technical	– The model 600-2E25 is introduced in this item.
23-51-06	Technical	– The model 600-2E25 is introduced in this item.
23-71-01	Technical	– The model 600-2E25 is introduced in this item.
23-81-01	Technical	– The model 600-2E25 is introduced in this item.
24-11-01	Editorial Technical	– Provisos e) of sub-item 1) and d) of sub-item 3) is modified to bring in line with the changed item 24-32-03 description. – The model 600-2E25 is introduced in this item.
24-11-02	Technical	– The model 600-2E25 is introduced in this item.
24-22-01	Technical	– The model 600-2E25 is introduced in this item.
24-23-01	Technical	– The model 600-2E25 is introduced in this item.
24-24-01	Technical	– The model 600-2E25 is introduced in this item.
24-31-01	Technical	– The model 600-2E25 is introduced in this item.
24-31-02	Technical	– The model 600-2E25 is introduced in this item.
24-32-01	Editorial Technical	– Item description is changed to Main Battery and Main Battery Charger System. – Item is reintroduced to combine with Main Battery Charger and remove redundant limitations. – The wordings of provisos are changed accordingly. – The model 600-2E25 is introduced in this item.
24-32-02	Technical	– Combined with item 24-32-01.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

### Highlights of Change

Item No.	Type of change	Highlights of changes
24-32-03	Editorial Technical	<ul style="list-style-type: none"> <li>– Item description is changed to APU Battery and APU Battery Charger System.</li> <li>– Item is reintroduced to combine with APU Battery Charger and remove redundant limitations.</li> <li>– The wordings of provisos are changed accordingly.</li> </ul>
24-32-04	Technical	– Combined with item 24-32-03.
24-41-01	Technical	– The model 600-2E25 is introduced in this item.
24-41-02	Technical	– The model 600-2E25 is introduced in this item.
24-41-03	Technical	– The model 600-2E25 is introduced in this item.
24-50-03	Technical	– The model 600-2E25 is introduced in this item.
24-51-01	Technical	– The model 600-2E25 is introduced in this item.
24-61-02	Technical	– The model 600-2E25 is introduced in this item.
25-00-01	Technical	– The model 600-2E25 is introduced in this item.
25-11-01	Technical	– The model 600-2E25 is introduced in this item.
25-12-01	Technical	– The model 600-2E25 is introduced in this item.
25-18-01	Technical	– The model 600-2E25 is introduced in this item.
25-18-02	Technical	– The model 600-2E25 is introduced in this item.
25-21-01	Technical	– The model 600-2E25 is introduced in this item.
25-22-01	Technical	– The model 600-2E25 is introduced in this item.
25-23-01	Technical	– The model 600-2E25 is introduced in this item.
25-32-01	Technical	– The model 600-2E25 is introduced in this item.
25-40-01	Technical	– The model 600-2E25 is introduced in this item.
25-40-02	Technical	– The model 600-2E25 is introduced in this item.
25-42-01	Technical	– The model 600-2E25 is introduced in this item.
25-51-01	Technical	– The model 600-2E25 is introduced in this item.
25-51-02	Technical	– The model 600-2E25 is introduced in this item.
25-51-03	Technical	– The model 600-2E25 is introduced in this item.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Highlights of Change

Item No.	Type of change	Highlights of changes
25-51-04	Technical	– The model 600-2E25 is introduced in this item.
25-52-01	Editorial Technical	– For the proviso b), the requirement to empty cargo made specific to affected cargo compartment. – The model 600-2E25 is introduced in this item.
25-61-01	Technical	– The model 600-2E25 is introduced in this item.
25-61-02	Technical	– The model 600-2E25 is introduced in this item. –
25-61-04	Technical	– The model 600-2E25 is introduced in this item.
25-62-01	Technical	– The model 600-2E25 is introduced in this item.
25-64-01	Technical	– The model 600-2E25 is introduced in this item.
25-70-01	Technical	– The model 600-2E25 is introduced in this item. –
26-00-01	Technical	– The model 600-2E25 is introduced in this item.
26-00-02	Technical	– The model 600-2E25 is introduced in this item and wording is replaced with commonly accepted “prior to each flight”.
26-12-01	Technical	– The model 600-2E25 is introduced in this item.
26-14-01	Technical	– The model 600-2E25 is introduced in this item.
26-15-01	Editorial Technical	– For FWD Cargo Smoke Detectors, the note is modified address dual smoke detector failures indicated by the FIRE SYS FAULT status message shown. – The model 600-2E25 is introduced in this item.
26-16-01	Technical	– The model 600-2E25 is introduced in this item.
26-22-01	Technical	– The model 600-2E25 is introduced in this item.
26-23-01	Technical	– The model 600-2E25 is introduced in this item.
26-25-01	Technical	– The model 600-2E25 is introduced in this item.
26-25-02	Technical	– In the sub-item 1), the wording “before each departure” is replaced with commonly accepted “prior to each flight”. – The model 600-2E25 is introduced in this item.
26-26-01	Technical	– The model 600-2E25 is introduced in this item.
27-12-01	Technical	– The model 600-2E25 is introduced in this item.
27-15-02	Technical	– The model 600-2E25 is introduced in this item.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Highlights of Change**

Item No.	Type of change	Highlights of changes
27-21-01	Technical	– New item is introduced for the model 600-2E25.
27-24-02	Technical	– The model 600-2E25 is introduced in this item.
27-35-01	Technical	– The model 600-2E25 is introduced in this item.
27-51-02	Technical	– The model 600-2E25 is introduced in this item.
27-51-04	Technical	– New proviso to inspect slat disconnect if 0g or less encountered in last flight is introduced for models 600-2C10/2D15/2D24. – The model 600-2E25 is introduced in this item.
27-51-05	Technical	– The model 600-2E25 is introduced in this item.
27-53-01	Technical	– New item is introduced for the model 600-2B19 for Flap Actuator Heater System installed as per the STC# ST03032NY.
27-60-01	Technical	– The model 600-2E25 is introduced in this item.
27-65-01	Technical	– The model 600-2E25 is introduced in this item.
27-65-02	Technical	– The model 600-2E25 is introduced in this item.
28-13-01	Technical	– The model 600-2E25 is introduced in this item.
28-13-02	Technical	– The model 600-2E25 is introduced in this item.
28-13-03	Technical	– The model 600-2E25 is introduced in this item.
28-13-04	Technical	– The model 600-2E25 is introduced in this item.
28-13-07	Technical	– The model 600-2E25 is introduced in this item. – In the provisos 1a) & 2a), the wording “at departure” is replaced with commonly accepted “prior to each flight”. – The redundant proviso 2b) “Fuel imbalance between wing tanks is less than 300 lbs at dispatch” is removed due to AFM Limitation precedence.
28-13-08	Technical	– The model 600-2E25 is introduced in this item. – In the provisos 1a) & 2a), the wording “at departure” is replaced with commonly accepted “prior to each flight”. – The redundant proviso 2c) “Fuel imbalance between wing tanks is less than 300 lbs at dispatch” is removed due to AFM Limitation precedence.
28-13-10	Technical	– The model 600-2E25 is introduced in this item.
28-23-01	Technical	– The model 600-2E25 is introduced in this item.
28-23-02	Technical	– The model 600-2E25 is introduced in this item.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Highlights of Change

Item No.	Type of change	Highlights of changes
28-24-01	Editorial	– Provisos e) and f) are combined to bring in line with the changed item 24-32-03 description.
28-24-03	Technical	– The model 600-2E25 is introduced in this item.
28-24-04	Technical	– The model 600-2E25 is introduced in this item.
28-25-01	Technical	– The model 600-2E25 is introduced in this item.
28-25-02	Technical	– The model 600-2E25 is introduced in this item.
28-25-03	Technical	– The model 600-2E25 is introduced in this item.
28-25-04	Technical	– New set of provisos for manual refueling is introduced for the CL-600-2C10/-2D15/2D24. – The model 600-2E25 is introduced in this item.
28-25-05	Technical	– The model 600-2E25 is introduced in this item.
28-40-01	Technical	– The model 600-2E25 is introduced in this item.
28-41-01	Technical	– The model 600-2E25 is introduced in this item.
28-41-02	Technical	– The model 600-2E25 is introduced in this item.
28-41-03	Technical	– The model 600-2E25 is introduced in this item.
28-41-04	Technical	– The model 600-2E25 is introduced in this item.
28-41-05	Technical	– The model 600-2E25 is introduced in this item.
29-11-01	Technical	– The model 600-2E25 is introduced in this item. – The NOTE in the sub-item 1 is modified by adding the term “system” to bring in line with the 24-11-01 item description.
29-11-03	Technical	– The model 600-2E25 is introduced in this item.
29-11-04	Technical	– The model 600-2E25 is introduced in this item.
29-11-05	Technical	– The model 600-2E25 is introduced in this item.
29-11-06	Technical	– The model 600-2E25 is introduced in this item.
29-11-08	Technical	– The model 600-2E25 is introduced in this item.
29-12-01	Technical	– In sub-item 3), the new proviso d) for operations to conduct per AFM Supplement is added for 600-2D15/-2D24 models. – The model 600-2E25 is introduced in this item. – Note changed for standardization

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Highlights of Change**

Item No.	Type of change	Highlights of changes
29-32-01	Editorial	- Aircraft designations were revised accordingly
29-32-01	Technical	- The model 600-2E25 is introduced in this item. - The wording “before each departure” is replaced with commonly accepted “prior to each flight”.
29-34-01	Technical	- The model 600-2E25 is introduced in this item.
30-12-01	Technical	- The model 600-2E25 is introduced in this item.
30-12-04	Editorial Technical	- In the Sub-item 3), the symbol (O) is added to correct typo error. - The model 600-2E25 is introduced in this item.
30-12-05	Technical	- Provisos a) for both sub-items 1) and 2) are changed to secure Wing Cross Bleed Valve OPEN. - The model 600-2E25 is introduced in this item.
30-12-06	Technical	- The model 600-2E25 is introduced in this item.
30-22-01	Technical	- The model 600-2E25 is introduced in this item.
30-22-03	Technical	- The model 600-2E25 is introduced in this item.
30-31-01	Technical	- The model 600-2E25 is introduced in this item.
30-31-02	Technical	- The model 600-2E25 is introduced in this item.
30-41-01	Technical	- The item description is changed from Windshield and Side Window Anti-Ice Controllers to Windshield and Side Window Anti-Ice Systems to include any other system parts failures. - Proviso a) for affected anti-ice controller to deactivate is added for both sets of provisos. - The model 600-2E25 is introduced in this item.
30-42-01	Technical	- The model 600-2E25 is introduced in this item.
30-71-02	Technical	- The model 600-2E25 is introduced in this item.
30-81-01	Technical	- The model 600-2E25 is introduced in this item.
31-14-01	Technical	- The model 600-2E25 is introduced in this item.
31-14-02	Technical	- The model 600-2E25 is introduced in this item.
31-21-01	Technical	- The model 600-2E25 is introduced in this item.
31-31-01	Technical Editorial	- The model 600-2E25 is introduced in this item. - In the second set of provisos, the wording “prior takeoff” is modified to “prior to takeoff”.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Highlights of Change

Item No.	Type of change	Highlights of changes
31-31-02	Technical	– The model 600-2E25 is introduced in this item.
31-41-01	Technical	– The model 600-2E25 is introduced in this item.
31-41-02	Technical	– The model 600-2E25 is introduced in this item.
31-41-03	Technical	– The model 600-2E25 is introduced in this item.
31-41-04	Technical	– The model 600-2E25 is introduced in this item.
31-41-05	Technical	– The model 600-2E25 is introduced in this item.
31-61-01	Technical	– The model 600-2E25 is introduced in this item.
32-30-01	Technical	– In the sub-item 2), the wording of proviso d) is modified to include the Computerized In-Flight Performance (CIFP). – The model 600-2E25 is introduced in this item.
32-31-01	Technical	– The model 600-2E25 is introduced in this item.
32-40-01	Technical	– The model 600-2E25 is introduced in this item.
32-43-01	Technical	– The model 600-2E25 is introduced in this item.
32-44-01	Technical	– The model 600-2E25 is introduced in this item.
32-45-01	Technical	– The model 600-2E25 is introduced in this item.
32-46-01	Technical	– The model 600-2E25 is introduced in this item.
32-46-02	Technical	– The model 600-2E25 is introduced in this item.
32-47-01	Technical	– The model 600-2E25 is introduced in this item.
32-50-01	Technical	– In sub-item 2), the wording of proviso d) is changed, – The model 600-2E25 is introduced in this item.
32-60-01	Technical	– New item is introduced for the models 600-2C10/-2D15/-2D24/-2E25.
33-11-01	Technical	– The model 600-2E25 is introduced in this item.
33-13-01	Technical	– The model 600-2E25 is introduced in this item.
33-21-01	Technical	– The model 600-2E25 is introduced in this item. – 1b) and 1 c) editorial changes
33-21-02	Technical	– The model 600-2E25 is introduced in this item.
33-23-02	Technical	– The model 600-2E25 is introduced in this item.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Highlights of Change**

Item No.	Type of change	Highlights of changes
33-24-01	Technical	– The model 600-2E25 is introduced in this item.
33-31-01	Technical	– The model 600-2E25 is introduced in this item.
33-32-01	Technical	– The model 600-2E25 is introduced in this item.
33-41-01	Technical	– The model 600-2E25 is introduced in this item.
33-41-02	Technical	– The model 600-2E25 is introduced in this item.
33-42-01	Technical	– The model 600-2E25 is introduced in this item.
33-43-01	Technical	– The model 600-2E25 is introduced in this item.
33-44-01	Technical	– The model 600-2E25 is introduced in this item.
33-44-02	Technical	– The model 600-2E25 is introduced in this item.
33-45-01	Technical	– The model 600-2E25 is introduced in this item.
33-46-01	Technical	– The model 600-2E25 is introduced in this item.
33-51-01	Technical	– The model 600-2E25 is introduced in this item. – 1 h) Editorial changes
33-51-02	Technical	– The model 600-2E25 is introduced in this item.
34-12-01	Technical	– The model 600-2E25 is introduced in this item.
34-14-01	Technical	– The model 600-2E25 is introduced in this item.
34-21-01	Technical	– The model 600-2E25 is introduced in this item.
34-22-01	Technical	– The model 600-2E25 is introduced in this item.
34-25-01	Technical	– The model 600-2E25 is introduced in this item.
34-32-01	Technical	– The model 600-2E25 is introduced in this item.
34-41-01	Technical	– The model 600-2E25 is introduced in this item.
34-41-02	Technical	– The model 600-2E25 is introduced in this item.
34-42-01	Technical	– The model 600-2E25 is introduced in this item.
34-42-02	Technical	– The model 600-2E25 is introduced in this item.
34-42-03	Technical	– The model 600-2E25 is introduced in this item.



MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Highlights of Change

Item No.	Type of change	Highlights of changes
34-43-01	Technical	– The model 600-2E25 is introduced in this item.
34-44-01	Technical	– The model 600-2E25 is introduced in this item.
34-44-02	Technical	– The model 600-2E25 is introduced in this item.
34-45-01	Technical	– The model 600-2E25 is introduced in this item.
34-50-01	Technical	– The model 600-2E25 is introduced in this item.
34-51-01	Technical	– The model 600-2E25 is introduced in this item.
34-51-02	Technical	– The model 600-2E25 is introduced in this item.
34-52-01	Technical	– The model 600-2E25 is introduced in this item.
34-53-01	Technical	– The model 600-2E25 is introduced in this item.
34-54-01	Technical	– The model 600-2E25 is introduced in this item.
34-61-01	Technical	– The model 600-2E25 is introduced in this item.
34-61-02	Technical	– The model 600-2E25 is introduced in this item.
35-10-01	Technical	– The model 600-2E25 is introduced in this item.
35-10-02	Technical	– The model 600-2E25 is introduced in this item.
35-11-02	Technical	– The model 600-2E25 is introduced in this item.
35-12-01	Technical	– The model 600-2E25 is introduced in this item.
35-12-02	Technical	– The model 600-2E25 is introduced in this item.
35-20-01	Technical	– New set of provisos introduced for the Passenger Oxygen System. – The model 600-2E25 is introduced in this item.
35-20-02	Technical	– The model 600-2E25 is introduced in this item.
35-20-03	Technical	– The model 600-2E25 is introduced in this item.
35-31-01	Technical	– The model 600-2E25 is introduced in this item.
35-31-02	Technical	– The model 600-2E25 is introduced in this item.
36-11-02	Technical	– The model 600-2E25 is introduced in this item. – 1) and 2) Editorial changes

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

### Highlights of Change

Item No.	Type of change	Highlights of changes
36-11-03	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> <li>– 1) and 2) Editorial changes</li> </ul>
36-11-04	Technical	<ul style="list-style-type: none"> <li>– Typo correction; sensors should be in plural.</li> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
36-12-02	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
36-21-06	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
38-10-01	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
38-30-01	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
38-30-02	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
45-45-01	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
45-45-02	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
46-20-01	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
49-10-01	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
49-14-01	Technical	<ul style="list-style-type: none"> <li>– Proviso d) of sub-item 1) is modified to bring in line with the changed item 24-32-03 description.</li> <li>– In sub-item 2), the symbol (O) and Operational procedure is added for the models 600-2C10/-2D15/-2D24 to address provisions for speed limitations, AFM performance corrections.</li> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
49-43-01	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
49-51-01	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
49-51-02	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
49-61-01	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
49-61-02	Technical	<ul style="list-style-type: none"> <li>– New sub-item 7) Time Totalizing Meter introduced.</li> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
52-11-01	Technical	<ul style="list-style-type: none"> <li>– Item is reintroduced as the Door Assist System with the Power Assist Sub-system and Counterbalance Sub-system.</li> <li>– The NOTE is replaced with the proviso to establish and use alternate procedures for door operations.</li> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
52-11-05	Technical	<ul style="list-style-type: none"> <li>– The model 600-2E25 is introduced in this item.</li> </ul>

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Highlights of Change

Item No.	Type of change	Highlights of changes
52-11-06	Technical	– The model 600-2E25 is introduced in this item.
52-21-01	Technical	– The model 600-2E25 is introduced in this item.
52-31-01	Technical	– The model 600-2E25 is introduced in this item.
52-35-01	Technical	– The model 600-2E25 is introduced in this item.
52-51-01	Technical	– The model 600-2E25 is introduced in this item.
52-70-01	Technical	– The model 600-2E25 is introduced in this item.
52-70-02	Technical	– The model 600-2E25 is introduced in this item.
52-70-03	Technical	– The model 600-2E25 is introduced in this item.
52-70-04	Technical	– The model 600-2E25 is introduced in this item.
52-70-05	Technical	– The model 600-2E25 is introduced in this item.
73-21-01	Technical	– The model 600-2E25 is introduced in this item.
73-31-04	Technical	– The model 600-2E25 is introduced in this item.
74-11-01	Technical	– The model 600-2E25 is introduced in this item.
74-30-02	Technical	– The model 600-2E25 is introduced in this item.
76-10-01	Technical	– The model 600-2E25 is introduced in this item.
76-11-03	Technical	– The model 600-2E25 is introduced in this item.
77-31-01	Technical	– The model 600-2E25 is introduced in this item.
78-30-01	Technical	– The model 600-2E25 is introduced in this item.
79-12-01	Technical	– The model 600-2E25 is introduced in this item.
79-21-01	Editorial Technical	<ul style="list-style-type: none"> <li>– The word “approved” is change to “alternate”.</li> <li>– The word “in between” is change to “interval(s)”.</li> <li>– A Pre and a Post SB configuration for the CRJ 200 are introduced.</li> <li>– To support this MMEL a new DDG procedure is introduced.</li> <li>– The model 600-2E25 is introduced in this item.</li> </ul>
79-30-01	Technical	– The model 600-2E25 is introduced in this item.
79-30-03	Technical	– The model 600-2E25 is introduced in this item.
80-10-01	Technical	– The model 600-2E25 is introduced in this item.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Highlights of Change**

Item No.	Type of change	Highlights of changes
80-10-02	Technical	– The model 600-2E25 is introduced in this item.
80-11-01	Technical	– The model 600-2E25 is introduced in this item.

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Please retain these sheets until the next revision has been issued.

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MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Definitions

### 1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items), a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Definitions**

(cont'd)

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system:

Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system.

(Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Definitions

(cont'd)

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

### 23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

#### a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any message that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

#### b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function, which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading. A MAINTENANCE alert on the EIS indicates the presence of a system fault, which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Definitions**

(cont'd)

## c. AIRBUS (A-300-600, A-310, A-318/319/320/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/319/320/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault, which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/320/321, MAINTENANCE status (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for: BLUE RSVR MAINTENANCE status: If applicable, and AIR BLEED MAINTENANCE status: As applicable. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

## d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS), which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any message that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases, the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

## e. CANADAIIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level. System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

## f. EMBRAER (EMB-135/145, ERJ-170 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.



MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Definitions

(cont'd)

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciated via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "\*\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative" as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Definitions**

(cont'd)

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

## Preamble

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an

MASTER MINIMUM EQUIPMENT LIST  
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25**Preamble**

(cont'd)

entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING									
22-01	Recirculation Fans								
	1) 600-2C10	C	2	0				(M) May be inoperative provided affected fan(s) is deactivated.	
	2) 600-2D15, 600-2D24	C	2	0				(M) May be inoperative provided: a) Affected fan(s) is deactivated, b) Inlet Cargo Air SOV is operative or secured CLOSED, c) AIR CONDITIONING Cargo switch is selected to OFF, and d) Live animals are not carried in cargo compartment.	
	3) 600-2E25	C	2	0				(M)(O) May be inoperative provided: a) Affected fan(s) is deactivated, and b) Both Air Conditioning Packs are operative.	
23-01	FWD Exhaust Fan								
	1) Galley (600-2B19)	C	1	0				(M) May be inoperative provided: a) Fan is deactivated, and b) AFT Exhaust Fan is considered inoperative.	
	2) Galley (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0				(M) May be inoperative provided fan is deactivated.	
	3) Galley/Lavatory *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0				(M) May be inoperative provided fan is deactivated.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING							
23-02	AFT Exhaust Fan (Lavatory)						
	1) 600-2B19	C	1	0		(M) May be inoperative provided:	
						a) Fan is deactivated, and	
						b) FWD Exhaust Fan is considered inoperative.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0		(M) May be inoperative provided fan is deactivated.	
24-01	ARINC Supply Fans (Avionics Cooling) (600-2B19)	C	2	1		(M) One may be inoperative provided:	
						a) Exhaust Fan (Avionics Cooling) is verified operative, and	
						b) One Air Conditioning Pack is verified operative.	
						NOTE: Utilization of equipment in the avionics bay without air conditioning and fans should be avoided during ground operation.	
24-02	Display Cooling Fans						
	1) 600-2B19	C	3	2		(M) One may be inoperative provided remaining Display Cooling Fans are verified operative.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	2	1		(M)(O) One may be inoperative provided display check valve is verified operative.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
21 – <u>AIR CONDITIONING</u>							
24-03	Exhaust Fan (Avionics Cooling)						
	1) 600-2B19	C	1	0		(M) May be inoperative provided:	
						a) Both ARINC Supply Fans are verified operative,	
						b) Two Display Cooling Fans are verified operative, and	
						c) Both Air Conditioning Packs are verified operative.	
						NOTE: Utilization of equipment in the avionics bay without air conditioning and fans should be avoided during ground operation.	
	2) 600-2C10 with ModSum 670T10548 (Dual Fan), 600-2D15, 600-2D24, 600-2E25	C	2	1		(M) May be inoperative provided one Air Conditioning Pack is operative.	
24-04	Display Units Cooling Air SOV (600-2B19)	C	1	0		(M) May be inoperative provided SOV is deactivated and secured OPEN.	
24-05	Inboard Exhaust SOV (600-2B19)	C	1	0		(M) May be inoperative provided SOV is deactivated and secured OPEN.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
21 – AIR CONDITIONING							
24-06	Overboard Exhaust SOV (Avionics Cooling) (600-2B19)						
1)	Without SB 601R-52-001 (Enlarged vent flap)	C	1	0		(M)(O) May be inoperative OPEN provided:	
						a) SOV is secured OPEN,	
						b) Operations are conducted unpressurized at or below 10,000 feet MSL, and	
						c) Extended overwater operations are prohibited.	
2)	With SB 601R-52-001 (Enlarged vent flap)	C	1	0		(M)(O) May be inoperative OPEN provided:	
						a) SOV is secured OPEN,	
						b) Operations are conducted unpressurized at or below 10,000 feet MSL, and	
						c) Extended overwater operations are prohibited.	
3)	With SB 601R-52-001 (Enlarged vent flap)	C	1	0		(M) May be inoperative CLOSED provided:	
						a) SOV is secured CLOSED,	
						b) Inboard exhaust SOV is secured OPEN,	
						c) Both Air Conditioning Packs are operative,	
						d) Service door locking mechanism is verified operative,	
						e) Service door is CLOSED, LATCHED and LOCKED, and	
						f) Passenger Door and Service Door Indication Systems are operative.	
24-07	Ground Valve (Avionics Cooling) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0		(M) May be inoperative CLOSED.	



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
21 – AIR CONDITIONING							
31-01	Automatic Cabin Pressurization Controllers						
	1) 600-2B19	C	2	1			One may be inoperative provided Cabin Pressure Acquisition Module (CPAM) of Cabin Pressure Monitoring Sub-system is operative.
		C	2	0			(O) May be inoperative provided: a) Cabin Pressure Acquisition Module (CPAM) of Cabin Pressure Monitoring Sub-system is operative, b) Operations are conducted unpressurized at or below 10,000 feet MSL, and c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	2	1			(O) One may be inoperative provided: a) Manual control system is verified operative, and b) Cabin Pressure Controller Panel (CPCP) Pressure Monitoring Function of Cabin Pressure Monitoring Sub-system is operative.
		C	2	0			(O) Both may be inoperative provided: a) Cabin Pressure Controller Panel (CPCP) Pressure Monitoring Function of Cabin Pressure Monitoring Sub-system is operative, b) Operations are conducted unpressurized at or below 10,000 feet MSL, c) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and d) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.
							NOTE: Operators MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING							
31-02	EMER DEPRESS Switch Guard						
	1) 600-2B19	C	1	0			May be inoperative or missing provided: a) Both Air Conditioning Packs are operative, and b) Operations are conducted at or below FL 250.
		C	1	0			(O) May be inoperative or missing provided operations are conducted unpressurized at or below 10,000 feet MSL.
	2) 600-2C10, 600-2D15, 600-2D24	C	1	0			May be inoperative or missing provided: a) Both Air Conditioning Packs are operative, and b) Operations are conducted at or below 15,000 ft MSL.
		C	1	0			(O) May be inoperative or missing provided: a) Operations are conducted unpressurized at or below 10,000 feet MSL, and b) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
							NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
	3) 600-2E25	C	1	0			

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>					
31-03	Cabin Pressure Control Manual Mode (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided Outflow Valve is considered inoperative.
	1) MAN ALT Switch	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Pressure control is not selected to MAN,</li> <li>b) EMER DEPRESS switch is selected ON,</li> <li>c) Operations are conducted unpressurized at or below 10,000 feet MSL,</li> <li>d) Extended overwater operations are prohibited, and</li> <li>e) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
21 – <u>AIR CONDITIONING</u>				4.	REMARKS OR EXCEPTIONS
32-01	Outflow Valves				
1)	600-2B19	C	2	0	(M)(O) Both may be inoperative provided: a) Affected valve(s) is secured OPEN, b) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, c) Operations are conducted unpressurized at or below 10,000 feet MSL, d) Extended overwater operations are prohibited, and e) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.
2)	600-2C10	B	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured OPEN, b) Operations are conducted unpressurized at or below 10,000 ft MSL, and c) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
3)	600-2D15, 600-2D24, 600-2E25	B	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured OPEN, b) Floatation Valve is checked for integrity, c) Operations are conducted unpressurized at or below 10,000 ft MSL, and d) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-9
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM				NUMBER REQUIRED FOR DISPATCH			REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING							
32-02	Floatation Valve (600-2C10 with ModSum MM670T11933)	B	1	0			(M) May be inoperative provided valve is removed.
33-01	Cabin Pressure Monitoring Sub-system						
1)	Cabin Pressure Acquisition Module (CPAM) (600-2B19)	C	1	0			(M) May be inoperative provided: a) Both Automatic Cabin Pressurization Controllers are operative, and b) Operations are conducted at or below FL 300.
2)	Cabin Pressure Control Panel (CPCP) Pressure Monitoring Function (600-2C10, 600-2D15, 600-2D24, 600-2E25)	A	1	0			(O) May be inoperative provided: a) Both automatic Cabin Pressure Controllers are operative, b) Emergency depress system is verified operative, c) Operations are conducted at or below FL 300, and d) Repairs are made within one flight day.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
				4.	REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>					
40-01	Galley Heating System (600-2B19 with SB 601R-25-012 or SB 601R-25-033, and SB 601R-25-034), (600-2C10 without ASB 670BA-21-011, or 600-2C10 with ASB 670BA-21-011, and SB 670BA-21-013), (600-2D15), (600-2D24 without ASB 670BA-21-011, or 600-2D24 with ASB 670BA-21-011, and SB 670BA-21-013) or (600-2C10, 600-2D15, 600-2D24 with Modsum 670T82406 or 670T040476), (600-2E25)	C	1	0	(M) May be inoperative provided system is deactivated.
	1) Fan (600-2B19)	C	1	0	May be inoperative provided: a) Galley heating fan switch is selected OFF, and b) Galley heating #1 switch is selected OFF.
	2) Heater #1 (600-2B19)	C	1	0	May be inoperative provided galley heating #1 switch is selected OFF.
	3) Heater #2 (600-2B19)	C	1	0	May be inoperative provided galley heating #2 switch is selected OFF.

## MASTER MINIMUM EQUIPMENT LIST

SYSTEM & SEQUENCE NUMBERS		1.	2.		3.		4.
		ITEM	NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>							
50-01	Ground Air Conditioning Connector Cover ***	B	1	0			(M) May be inoperative or missing provided: a) Connector check valve is verified CLOSED, b) Operations are conducted at or below FL 250, and c) Extended overwater operations are prohibited.
51-01	Air Conditioning Packs						
	1) 600-2B19	C	2	1			(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, and c) Ram Air SOV is verified operative.
		C	2	1			(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, and c) Ram Air SOV is either verified operative or deactivated OPEN.
		C	2	0			(M)(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Operations are conducted unpressurized at or below 10,000 feet MSL, c) Ram Air SOV is either verified operative or deactivated OPEN, d) EMER DEPRESS switch is selected ON, e) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, and f) Extended overwater operations are prohibited.
							NOTE: Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.
							(cont'd)

## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	21-12

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.	NUMBER INSTALLED	
					3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>						
51-01	Air Conditioning Packs (cont'd)					
	2) 600-2C10	C	2	1	(O) RH pack may be inoperative provided:	
					a) RH pack is selected OFF,	
					b) Operations are conducted at or below FL 310,	
					c) Ram Air SOV is either verified operative or deactivated OPEN, and	
					d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	1	(O) LH pack may be inoperative provided:	
					a) LH pack is selected OFF,	
					b) Operations are conducted at or below FL 310,	
					c) Ram Air SOV is verified operative, and	
					d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	0	(O) Both may be inoperative provided:	
					a) Both packs are selected OFF,	
					b) Ram Air SOV is either verified operative or deactivated OPEN,	
					c) Operations are conducted unpressurized at or below 10,000 feet MSL,	
					d) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and	
					e) Extended overwater operations are prohibited.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

(cont'd)



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-13
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
21 – AIR CONDITIONING						
51-01	Air Conditioning Packs (cont'd) 3) 600-2D15, 600-2D24	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram Air SOV is either verified operative or deactivated OPEN, and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram Air SOV is verified operative, and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	0	(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Ram Air SOV is either verified operative or deactivated OPEN, c) Inlet Cargo Air SOV is operative or secured CLOSED, d) AIR CONDITIONING Cargo switch is selected to OFF, e) Live animals are not carried in cargo compartment, f) Operations are conducted unpressurized at or below 10,000 feet MSL, g) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and h) Extended overwater operations are prohibited.	
		NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which can be used as ballast.				

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-14
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING							
51-01	Air Conditioning Packs (cont'd)						
	4) 600-2E25	C	2	1		(O) RH pack may be inoperative provided:	
						a) RH pack is selected OFF,	
						b) Ram Air SOV is verified operative,	
						c) Operations are conducted at or below FL 250,	
						d) Ground operation for Left Air Conditioning Pack is conducted using APU bleed,	
						e) Ground operations are not conducted in known or forecast icing conditions, and	
						f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	
		C	2	1		(O) RH pack may be inoperative provided:	
						a) RH pack is selected OFF,	
						b) Ram Air SOV is verified operative,	
						c) Operations are conducted at or below FL 250,	
						d) Ground operation for Left Air Conditioning Pack is conducted using engine bleed,	
						e) Ground operation is limited to temperature below ISA+10, and	
						f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	
						(cont'd)	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-15
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
21 – <u>AIR CONDITIONING</u>							
51-01	Air Conditioning Packs (cont'd)						
4)	600-2E25 (cont'd)	C	2	1		(O) LH pack may be inoperative provided:	
						a) LH pack is selected OFF,	
						b) Ram Air SOV is verified operative,	
						c) Operations are conducted at or below FL 250,	
						d) Ground operation for Right Air Conditioning Pack is conducted using APU bleed,	
						e) Ground operations are not conducted in known or forecast icing conditions, and	
						f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	1		(O) LH pack may be inoperative provided:	
						a) LH pack is selected OFF,	
						b) Ram Air SOV is verified operative,	
						c) Operations are conducted at or below FL 250,	
						d) Ground operation for Right Air Conditioning Pack is conducted using engine bleed,	
						e) Ground operation is limited to temperature below ISA+10, and	
						f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-16
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>					
51-02	Flow Control Valve (FCV)				
	1) 600-2C10	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 310, e) Ram Air SOV is either verified operative or deactivated OPEN, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
		C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 310, e) Ram Air SOV is verified operative, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-17
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>					
51-02	Flow Control Valve (FCV) (cont'd)				
1)	600-2C10 (cont'd)	C	2	0	(M)(O) Both FCVs may be inoperative provided: a) Both valves are secured CLOSED, b) Both Air Conditioning Packs are selected OFF, c) Ram Air SOV is either verified operative or deactivated OPEN, d) Operations are conducted unpressurized at or below 10,000 feet MSL, e) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and f) Extended overwater operations are prohibited.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.  (cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-18
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING					
51-02	Flow Control Valve (cont'd)				
	2) 600-2D15, 600-2D24	C	2	1	(M)(O) RH FCV may be inoperative provided: <ul style="list-style-type: none"> <li>a) Valve is secured CLOSED,</li> <li>b) RH pack is selected OFF,</li> <li>c) Opposite Air Conditioning Pack is operative,</li> <li>d) Operations are conducted at or below FL 250,</li> <li>e) Ram Air SOV is either verified operative or deactivated OPEN, and</li> <li>f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>
		C	2	1	(M)(O) LH FCV may be inoperative provided: <ul style="list-style-type: none"> <li>a) Valve is secured CLOSED,</li> <li>b) LH pack is selected OFF,</li> <li>c) Opposite Air Conditioning Pack is operative,</li> <li>d) Operations are conducted at or below FL 250,</li> <li>e) Ram Air SOV is verified operative, and</li> <li>f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-19
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>							
51-02	Flow Control Valve (FCV) (cont'd)						
2)	600-2D15, 600-2D24 (cont'd)	C	2	0		(M)(O) Both FCVs may be inoperative provided:	<ul style="list-style-type: none"> <li>a) Both valves are secured CLOSED,</li> <li>b) Both Air Conditioning Packs are selected OFF,</li> <li>c) Ram Air SOV is either verified operative or deactivated OPEN,</li> <li>d) Inlet Cargo Air SOV is operative or secured CLOSED,</li> <li>e) AIR CONDITIONING Cargo switch is selected to OFF,</li> <li>f) Live animals are not carried in cargo compartment,</li> <li>g) Operations are conducted unpressurized at or below 10,000 feet MSL,</li> <li>h) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and</li> <li>i) Extended overwater operations are prohibited.</li> </ul> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-20
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING					
51-02	Flow Control Valve (FCV) (cont'd)				
	3) 600-2E25	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Ram Air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for Left Air Conditioning Pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
		C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Ram Air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for Left Air Conditioning Pack is conducted using engine bleed, f) Ground operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
					(cont'd)



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-21
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>							
51-02	Flow Control Valve (FCV) (cont'd)						
3)	600-2E25 (cont'd)	C	2	1			(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Ram Air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for Right Air Conditioning Pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
		C	2	1			(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Ram Air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for Right Air Conditioning Pack is conducted using engine bleed, f) Ground operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-22
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING									
51-03	Air Conditioning Pack "FAULT/OFF" Switch Lights (light function only)	C	2		0				
51-04	Air Conditioning System								
	1) 600-2C10, 600-2D15, 600-2D24	C	1		1				(M) System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status message(s) provided: a) Associated pack discharge pressure sensor(s) is verified operative once each flight day, and b) Automatic Mode of the associated Cockpit/Cabin Temperature Control System is operative and associated MAN mode is not selected.
									NOTE: Pack Discharge Temperature Readout(s) and/or Cockpit TEMP Readout(s) and/or Cabin TEMP Readout(s) and/or Cockpit SEL Readout(s) and/or Cabin SEL Readout(s) may be replaced by amber dashes on the EICAS ECS Synoptic Page.
	2) 600-2E25	C	1		1				(M) System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status message(s) provided: a) Associated pack discharge pressure sensor(s) is verified operative once each flight day, b) Automatic Mode of the associated Cockpit/Cabin Temperature Control System is operative and associated MAN mode is not selected, and c) Both Air Conditioning Packs are selected ON.
									NOTE: Pack Discharge Temperature Readout(s) and/or Cockpit TEMP Readout(s) and/or Cabin TEMP Readout(s) and/or Cockpit SEL Readout(s) and/or Cabin SEL Readout(s) may be replaced by amber dashes on the EICAS ECS Synoptic Page.

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## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	21-23

SYSTEM & SEQUENCE NUMBERS		1.	2.		NUMBER INSTALLED	
					3.	NUMBER REQUIRED FOR DISPATCH
					4.	REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING						
51-04	Air Conditioning System (cont'd)					
	3) 600-2C10, 600-2D15, 600-2D24	C	1	1		System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status messages provided the associated Air Conditioning Pack(s) is considered inoperative.
	4) 600-2E25	C	1	1		System redundancy may be degraded as indicated by "L PACK FAULT" or "R PACK FAULT" status message provided the associated Air Conditioning Pack is considered inoperative.
51-05	Pack Supply Pressure Indication (600-2B19)	C	2	0		(O)  NOTE: Pack Supply Pressure Readout on the EICAS ECS Synoptic Page may show amber dashes and the pack flowline may show black with white outlines.
52-01	Ram Air SOV					
	1) 600-2B19	C	1	0		(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) RH Air Conditioning Pack is operative, c) LH Air Conditioning Pack is selected OFF, and d) Operations are conducted at or below FL 250.  NOTE: Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.

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<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-24
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
21 – AIR CONDITIONING					
52-01	Ram Air SOV (cont'd)				
1)	600-2B19 (cont'd)	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is selected OFF, c) Operations are conducted unpressurized at or below 10,000 feet MSL, d) EMER DEPRESS switch is selected ON, e) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, and f) Extended overwater operations are prohibited.  NOTE: Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.  (cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-25
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
21 – <u>AIR CONDITIONING</u>							
52-01	Ram Air SOV (cont'd)						
	2) 600-2C10	C	1	0		(M)(O) May be inoperative OPEN provided:	
						a) Ram Air SOV is deactivated OPEN,	
						b) LH Air Conditioning Pack is operative,	
						c) RH Air Conditioning Pack is selected OFF,	
						d) Operations are conducted at or below FL 310, and	
						e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	1	0		(M)(O) May be inoperative OPEN provided:	
						a) Ram Air SOV is deactivated OPEN,	
						b) RH and LH Air Conditioning Pack are selected OFF,	
						c) Operations are conducted unpressurized at or below 10,000 feet MSL,	
						d) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and	
						e) EMER DEPRESS switch is selected ON.	
						NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
						(cont'd)	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-26
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3. NUMBER REQUIRED FOR DISPATCH	
21 – AIR CONDITIONING				4. REMARKS OR EXCEPTIONS	
52-01	Ram Air SOV (cont'd)				
3)	600-2D15, 600-2D24	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is operative, c) RH Air Conditioning Pack is selected OFF, d) Operations are conducted at or below FL 250, and e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
		C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) RH and LH Air Conditioning Packs are selected OFF, c) Inlet Cargo Air SOV is operative or secured CLOSED, d) AIR CONDITIONING Cargo switch is selected to OFF, e) Live animals are not carried in cargo compartment, f) Operations are conducted unpressurized at or below 10,000 feet MSL, g) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and h) EMER DEPRESS switch is selected ON.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.					
(cont'd)					

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-27
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
21 – AIR CONDITIONING							
52-01	Ram Air SOV (cont'd)						
4)	600-2E25	C	1	0		(M)(O) May be inoperative OPEN provided:	
						a) Ram Air SOV is deactivated OPEN,	
						b) LH Air Conditioning Pack is operative,	
						c) RH Air Conditioning Pack is selected OFF,	
						d) Operations are conducted at or below FL 250,	
						e) Ground operation for Left Air Conditioning Pack is conducted using APU bleed,	
						f) Ground operations are not conducted in known or forecast icing conditions, and	
						g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	
		C	1	0		(M)(O) May be inoperative OPEN provided:	
						a) Ram Air SOV is deactivated OPEN,	
						b) LH Air Conditioning Pack is operative,	
						c) RH Air Conditioning Pack is selected OFF,	
						d) Operations are conducted at or below FL 250,	
						e) Ground operation for Left Air Conditioning Pack is conducted using engine bleed,	
						f) Ground operation is limited to temperature below ISA+10, and	
						g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-28
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING							
52-02	Air Conditioning Panel RAM AIR "OPEN" Switch Light (light function only)	C	1	0			
52-03	Ram Air Regulating Valve (RARV)						
	1) 600-2D15, 600-2D24, 600-2E25	C	2	1		One may be inoperative provided associated Air Conditioning Pack is considered inoperative.	
	2) 600-2D15, 600-2D24	C	2	0		Both may be inoperative provided both Air Conditioning Packs are considered inoperative.	
55-01	Cargo Conditioned Air SOV *** (600-2B19)	D	1	0		(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.	
		D	1	0		May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast(ballast may be loaded in ULDs), and/or Fly Away Kits.	
						NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
55-02	Cargo Fan *** (600-2B19)	D	1	0		(M) May be inoperative provided live animals are not carried in cargo compartment.	



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-29
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.	NUMBER INSTALLED	
					3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING						
55-03	Cargo Exhaust SOV					
1)	600-2B19 ***	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.	
		D	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast(ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
2)	600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.	
		C	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the aft cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast(ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-30
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.	NUMBER INSTALLED		
					3.	NUMBER REQUIRED FOR DISPATCH	
21 – AIR CONDITIONING						4.	REMARKS OR EXCEPTIONS
55-04	Cargo Air SOV						
	1) Recirculated *** (600-2B19)	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to COND AIR or OFF.		
		D	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast(ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.		
	2) Inlet (600-2C10)	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.		
		C	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the aft cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.		
(cont'd)							

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<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-31
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING							
55-04	Cargo Air SOV (cont'd)						
	3) Inlet (600-2D15, 600-2D24, 600-2E25)	C	1	0		(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF	
		C	1	0		May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, b) Both Recirculation Fans are operative, c) Both Air Conditioning Packs are operative, d) Both Flow Control Valves are operative, e) Both Pressure Regulating SOVs are operative, f) Both High Pressure Valves are operative, and g) Procedures are established and used to ensure the aft cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and / or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
55-05	AFT Cargo Compartment Temperature Control System ***						
	1) 600-2B19	D	1	0		May be inoperative provided: a) Live animals are not carried in cargo compartment, and b) AIR CONDITIONING Cargo switch is selected to FAN or OFF.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	D	1	0		May be inoperative provided: a) Live animals are not carried in cargo compartment, and b) AIR CONDITIONING Cargo switch is selected to AIR or OFF.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-32
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
		ITEM				NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING							
61-01	Cabin/Cockpit Temperature Control Systems	C	2	1			(O) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.
	1) Automatic Mode	C	2	1			(M) One automatic control may be inoperative provided: a) Associated manual control is operative, and b) Associated Duct Temperature Indication is operative.
		C	2	0			(M) Both automatic controls may be inoperative provided: a) Both manual controls are operative, and b) Both Duct Temperature Indications are operative.
	2) Manual Mode	C	2	1			(M) One manual control may be inoperative provided: a) Associated automatic control is operative, and b) Associated Duct Temperature Indication is operative.
		C	2	0			(M) Both manual controls may be inoperative provided: a) Both automatic controls are operative, and b) Both Duct Temperature Indications are operative.
61-02	EICAS "CABIN TEMP" Indication (600-2B19)	C	1	0			
	1) Upper Cabin Temperature Sensor (A/c with SB 601R-21-039)	D	1	0			May be inoperative provided indication is switched to Lower Cabin Temperature Sensor.
	2) Lower Cabin Temperature Sensor (A/c with SB 601R-21-039)	D	1	0			May be inoperative provided indication is switched to Upper Cabin Temperature Sensor.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-33
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 – <u>AIR CONDITIONING</u>							
61-03	Duct Temperature Indications (COCKPIT and CABIN) (600-2B19)	C	2	0			Both may be inoperative provided associated Cockpit and/or Cabin Automatic Temperature Control Mode is operative.
61-04	Air Conditioning Panel CKPT/CABIN Temperature Control "MAN" Switch Lights (light function only)	C	2	0			

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 21-34
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
21 – <u>AIR CONDITIONING</u>				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
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U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 22-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 – <u>AUTO FLIGHT</u>							
10-01	Autopilot System	B	1	0			Except where enroute operations or approach procedures require its use, may be inoperative provided Altitude Alerting system is operative.  NOTE 1: Autopilot is required for RVSM Operations. NOTE 2: Relief for inoperative individual flight guidance operational modes is provided by MMEL Item 22-10-02 Flight Directors.
10-02	Flight Directors	B	2	1			(O) Except where enroute operations or approach procedures require its use, may be inoperative provided Autopilot is considered inoperative.  NOTE 1: Windshear escape guidance function will be available from the remaining Flight Director. NOTE 2: The TOGA switches will not be affected by the inoperative Flight Director.
1)	600-2B19, 600-2C10, 600-2D15, 600-2D24	B	2	0			(O) Except where enroute operations or approach procedures require its use, may be inoperative provided: a) Autopilot is considered inoperative, and b) TOGA switches are considered inoperative.  NOTE: Windshear escape guidance will be inoperative. However, all remaining windshear functions will be available.
2)	600-2E25	A	2	0			(O) Except where enroute operations or approach procedures require its use, may be inoperative provided: a) Autopilot is considered inoperative, b) TOGA switches are considered inoperative, c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative), and d) Repairs are made within one flight day.  NOTE: Windshear escape guidance will be inoperative. However, all remaining windshear functions will be available.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 22-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
22 – <u>AUTO FLIGHT</u>							
10-02	Flight Directors (cont'd)						
	3) Flight Director Modes	C	-	-	-	-	Except where enroute operations or approach procedures require its use, individual flight director modes may be inoperative provided Altitude Alerting System is operative.  NOTE 1: Flight director altitude hold mode is required for RVSM Operations. NOTE 2: Any flight director mode which operates normally may be used.
11-01	Autopilot Disconnect Switches (Control Wheel)	C	2	1	1	1	(O) May be inoperative provided the autopilot is not utilized at less than initial approach altitude.
		C	2	0	0	0	(O) May be inoperative provided Autopilot System is considered inoperative.
11-02	Flight Director Sync Switches	C	2	0	0	0	
11-03	Take-Off/Go-Around (TOGA) Switches (on Thrust Levers)						
	1) 600-2B19, 600-2C10, 600-2D15, 600-2D24	C	2	0	0	0	(O) Both may be inoperative provided alternate procedures are established and used.  NOTE 1: All normal flight director modes are available. NOTE 2: Windshear escape guidance is not affected by the loss of the TOGA function and remains operative during the approach and take-off phases of flight.
							(cont'd)



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 22-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 – <u>AUTO FLIGHT</u>							
11-03	Take-Off/Go-Around (TOGA) Switches (cont'd)						
	2) 600-2E25	C	2	0		(O) Both may be inoperative provided: a) Alternate procedures are established and used, and b) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
						NOTE 1: All normal flight director modes are available.	
						NOTE 2: Windshear escape guidance is not affected by the loss of the TOGA function and remains operative during the approach and take off phases of flight.	
12-01	V-Speed Auto-Synchronization System	C	1	0		May be inoperative provided V-Speed settings are made manually by each pilot.	
12-02	Integrated Avionics Processor System (IAPS) Input/Output Concentrator (IOC)						
	1) 600-2B19	C	4	3		(M) One IAPS IOC may be inoperative provided remaining IOCs are verified operative before the first flight of the day.	
						NOTE 1: "IAPS DEGRADED" status message will be displayed on EICAS.	
						NOTE 2: Although take-off configuration warning system remains operative, "T/O CONFIG OK" advisory message is inhibited.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	4	3		(M)(O) One IAPS IOC may be inoperative provided remaining IOCs are verified operative before the first flight of the day.	
						NOTE: "IAPS DEGRADED" status message will be displayed on EICAS.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 22-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
22 – <u>AUTO FLIGHT</u>							
21-01	Mach Trim System	C	1	0			Except where enroute operations require its use, may be inoperative provided operations are conducted at or below 250 KIAS / .7 M when autopilot is disengaged.
22-01	Yaw Dampers (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1			(M) May be inoperative provided the affected yaw damper is verified not engaged.
30-01	Auto-throttle System (600-2B19 with STC# SA8191NM-D)	C	1	0			(M) May be inoperative provided the Auto-throttle System is deactivated.
		D	1	0			(M) May be inoperative provided: a) the Auto-throttle System is deactivated, and b) Routine procedures do not require its use.
	1) Auto-throttle Disconnect Pushbutton Switch (On Thrust Lever)	C	2	1			(O) May be inoperative provided the Engage/Disengage Pushbutton Switch is verified operative.
		C	2	0			May be inoperative provided the Auto-throttle System is considered inoperative.
	2) Auto-throttle Mode Status Display (MSD)	C	2	1			May be inoperative on the non-flying pilot side and Auto-throttle System is not used on that side.
		C	2	0			May be inoperative provided the Auto-throttle System is considered inoperative.
	3) Auto-throttle Engage LED Annunciator	C	2	1			
		C	2	0			May be inoperative provided the Mode Status Display (MSD) on the flying pilot side is operative.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
23 – <u>COMMUNICATIONS</u>									
11-01	VHF Communication Systems	D	-	-	-	-	-	-	Any in excess of those required by regulations may be inoperative provided it is not powered by the battery bus and not required for emergency procedures.
12-01	HF Communication Systems ***	D	-	-	-	-	-	-	Any in excess of those required by regulations may be inoperative.
21-01	Selective Call System (SELCAL) ***	C	-	0	0	0	0	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	0	0	0	0	May be inoperative provided procedures do not require its use.
	1) Channels	C	-	0	0	0	0	0	(O) May be inoperative provided alternate procedure are established and used.
		D	-	0	0	0	0	0	May be inoperative provided procedures do not require its use.
22-01	Aircraft Communications Addressing and Reporting System (ACARS) ***	C	1	0	0	0	0	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	0	0	0	0	NOTE: Any portion of system which operates normally may be used.
		D	1	0	0	0	0	0	May be inoperative provided routine procedures do not require its use.
		D	1	0	0	0	0	0	NOTE: Any portion of system which operates normally may be used.
22-02	AFIS (Automatic Flight Information System) ***	C	-	0	0	0	0	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	0	0	0	0	NOTE: Any portion of system which operates normally may be used.
22-03	Printer ***	C	1	0	0	0	0	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	0	0	0	0	May be inoperative provided routine procedures do not require its use.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
23 – COMMUNICATIONS									
31-01	Passenger Address System	B	1	0				(O) May be inoperative provided:	
								a)	Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and
								b)	Flight Attendant Call Switch Lights and Flight Attendant Audio Alerting System of Crewmember Interphone System are operative.
								NOTE:	Any station function(s) that operates normally may be used.
	1) Passenger Address "PA" Switch Lights (Interphone Control Unit and Flight Attendant Stations) (light function only)	C	-	0				(O) May be inoperative provided:	
								a)	Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and
								b)	Flight Attendant Call Switch Lights and Flight Attendant Audio Alerting System of Crewmember Interphone System are operative.
								NOTE:	Any station function(s) that operates normally may be used.
	2) Lavatory Speakers	C	-	0				(O) May be inoperative provided	alternate, normal and emergency procedures, and/or operating restrictions are established and used.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
23 – <u>COMMUNICATIONS</u>					
31-02	Flight Attendant Handsets	B	-	1	(O) May be inoperative provided: a) Operative handset is located at an operative Flight Attendant Seat Assembly, and b) Alternate communication procedures for affected flight attendant station are established and used.  NOTE: Any handset function(s) that operates normally may be used.
32-01	Prerecorded Announcement and Boarding Music System ***	D	1	0	(O) May be inoperative provided alternate procedures are established and used.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
23 – <u>COMMUNICATIONS</u>					
40-01	Crewmember Interphone System				
	1) Interphone Voice Communication Function				
	a) Flight Deck to Cabin (Audio Control Panel(s) to Cabin)	B	3	1	(O) May be inoperative provided: a) Either pilot or co-pilot flight deck to cabin interphone voice communication function (two way) operates normally, and b) Alternate procedures for communication with cabin are established and used.
	b) Cabin to Flight Deck (Flight Attendant Station(s) to Flight Deck)	B	-	1	(O) May be inoperative provided: a) Cabin to flight deck interphone voice communication function (two way) operates normally at least at one flight attendant station, b) Unaffected flight attendant station(s) has an operative Flight Attendant Seat Assembly, c) Unaffected flight attendant station(s) has an operative Flight Attendant Handset, and d) Alternate communication procedures for the affected flight attendant station(s) are established and used.
					NOTE: Any station function(s) that operates normally may be used.
					NOTE: Any station function(s) that operates normally may be used.
(cont'd)					

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM				NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS	
23 – <u>COMMUNICATIONS</u>							
40-01	Crewmember Interphone System (cont'd)						
	1) Interphone Voice Communication Function (cont'd)						
	c) Cabin to Cabin (Flight Attendant Station(s) to Flight Attendant Station(s))	B	-	0		(O) May be inoperative provided alternate communication procedures for the affected flight attendant station(s) are established and used.  NOTE: Any station function(s) that operates normally may be used.	
	d) Flight Deck to Ground (Audio Control Panel(s) to Ground)	C	3	0		(O) May be inoperative provided alternate procedures are established and used.	
		D	3	0		May be inoperative provided procedures do not require its use.  NOTE: Any station function(s) that operates normally may be used.	
	e) Ground to Flight Deck (Maintenance Interphone Station(s) to Flight Deck)	C	4	0		(O) May be inoperative provided alternate procedures are established and used.	
		D	4	0		May be inoperative provided procedures do not require its use.  NOTE: Any station function(s) that operate normally may be used.	
						(cont'd)	

## MASTER MINIMUM EQUIPMENT LIST

**AIRCRAFT:****REVISION NO:**

18

**PAGE:**

BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

DATE:

07/09/2012

23-6

## SYSTEM & SEQUENCE NUMBERS

ITEM

1.

**2.**

## NUMBER INSTALLED

### 3.

### NUMBER REQUIRED FOR DISPATCH

**4.**

REMARKS OR EXCEPTIONS

## 23 – COMMUNICATIONS

40-01      Crewmember  
Interphone System  
(cont'd)

2) Interphone Alerting Function

a) Flight Deck  
Call Switch  
Lights  
("CALL" and  
"EMER")  
(600-2B19)

B

2

0

May be inoperative provided the flight compartment audio alerting system (chime) is operative.

NOTE 1: Flight deck audio alerting system (chime) must always be operative.

**NOTE 2:** Any Flight Deck Call Switch Light function(s) that operates normally may be used.

b) Flight Deck  
Call Switch  
Lights  
("CALL" and  
"EMER")  
(light function  
only)  
(600-2C10,  
600-2D15,  
600-2D24,  
600-2E25)

B

2

0

May be inoperative provided the flight compartment audio alerting system (chime) is operative.

NOTE 1: Flight deck audio alerting system (chime) must always be operative.

**NOTE 2:** Any Flight Deck Call Switch Light function(s) that operates normally may be used.

c) Flight Attendant Call Switch Lights ("ATT", "FLT" and "EMG") (light function only)

B

3

0

(O) May be inoperative provided:

- a) Passenger Address System is operative, and
- b) Alternate procedures for contacting flight attendants are established and used.

**NOTE 1:** Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF).

**NOTE 2:** Any Flight Attendant Call Switch Light function(s) that operates normally may be used.

(cont'd)



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
23 – <u>COMMUNICATIONS</u>							
40-01	Crewmember Interphone System (cont'd)						
	2) Interphone Alerting Function (cont'd)						
	d) Mid Cabin Flight Attendant Call Lights (Cockpit, Lavatory, Cabin)	B	6	0			(O) May be inoperative provided Passenger Address System is operative.  NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF). NOTE 2: Any Flight Attendant Call Switch Light function(s) that operates normally may be used.
	e) Flight Attendant Audio Alerting System (Chime)	B	1	0			(O) May be inoperative provided: a) Passenger Address System is operative, and b) Alternate procedures for contacting flight attendants are established and used.  NOTE: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF).
	f) Mechanic Call Switch Lights (CKPT "CALL" and MECH "CALL")	C	2	0			(O) May be inoperative provided alternate procedures are established and used.
		D	2	0			May be inoperative provided procedures do not require its use.  NOTE: Any Mechanic Call Switch Light function(s) that operates normally may be used.
51-01	Hand Held Microphones	C	2	1			One may be inoperative provided associated Boom Microphone is operative and is used.
		C	2	0			Both may be inoperative provided: a) Boom Microphones are operative, and b) Spare boom microphone is available in flight compartment.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM				NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS	
23 – COMMUNICATIONS							
51-02	RT/IC Switches						
	1) Pilot's / Copilot's RT/IC Switches	C	4	2		Two may be inoperative provided: <ul style="list-style-type: none"> <li>a) Switch is not failed in transmit mode,</li> <li>b) One RT/IC switch operates normally for each crewmember, and</li> <li>c) Hand Held Microphone on affected side is operative.</li> </ul>	
	2) Observer's RT/IC Switch	A	1	0		May be inoperative provided: <ul style="list-style-type: none"> <li>a) Switch is not failed in transmit mode,</li> <li>b) Seat is acceptable to the FAA inspector for the performance of official duties,</li> <li>c) Required minimum safety equipment (safety belt and oxygen) is available, and</li> <li>d) Repairs are made within two flight days.</li> </ul> <p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by a FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.</p>	
51-03	Flight Compartment Speakers	C	2	0		Both may be inoperative provided all flight crew members on flight deck duty utilize headsets.	
51-04	Boom Microphones	A	-	0		May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight Data Recorder is operative, and</li> <li>b) Repairs are made within three flight days.</li> </ul>	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-9
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 – <u>COMMUNICATIONS</u>						
51-05	Headsets (600-2B19 with both SBs 601R-23-004 and 601R-34-013), (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	-	-	-	Any in excess of those required for each person on flight compartment duty may be inoperative.
51-06	Observer's Audio Control Panel	A	1	0	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat is acceptable to the FAA inspector for the performance of official duties,</li> <li>b) Required minimum safety equipment (safety belt and oxygen) is available, and</li> <li>c) Repairs are made within two flight days.</li> </ul> <p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by a FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.</p>
71-01	Cockpit Voice Recorder (CVR)	A	1	0	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight Data Recorder is operative, and</li> <li>b) Repairs are made within three flight days.</li> </ul>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
23 – COMMUNICATIONS							
81-01	#2 Radio Tuning Unit (RTU)						
	1) (600-2B19), (600-2C10, 600-2D15, 600-2D24 without Modsum 670T122173 or 670T31608)	C	1	0		May be inoperative provided: a) COM/NAV Standby Tuning Unit is operative b) Cross-side tuning from RTU#1 is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.	
		C	1	0		(O) May be inoperative provided: a) Backup tuning control on at least one FMS is operative, b) Cross-side tuning from RTU#1 is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.	
	2) (600-2C10, 600-2D15, 600-2D24 with Modsum 670T122173 or 670T31608), (600-2E25)	C	1	0		(O) May be inoperative provided: a) Cross-side tuning from RTU#1 is operative, b) Backup tuning control on at least one FMS is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-11
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
		ITEM				NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
23 – <u>COMMUNICATIONS</u>							
82-01	COM/NAV Standby Tuning Unit (600-2B19), (600-2C10, 600-2D15, 600-2D24 without Modsum 670T122173 or 670T31608)	C	1	0			May be inoperative provided RTU #2 is operative.
		C	1	0			(O) May be inoperative provided: a) Backup tuning control on at least one FMS is operative, and b) FMS TUNE INHIBIT Switch is operative.
82-02	FMS TUNE INHIBIT Switch	C	1	0			May be inoperative in ON (INHIBIT) position provided both RTUs are operative.  NOTE: Tuning function of the FMS will be inhibited. FMS navigation performance may be degraded if GPS is not available.
	1) (600-2B19), (600-2C10, 600-2D15, 600-2D24 without Modsum 670T122173 or 670T31608)	C	1	0			May be inoperative in ON (INHIBIT) position provided COM/NAV Standby Tuning Unit is operative.  NOTE: Tuning function of the FMS will be inhibited. FMS navigation performance may be degraded if GPS is not available.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 23-12
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED
23 – <u>COMMUNICATIONS</u>			3.	NUMBER REQUIRED FOR DISPATCH
			4.	REMARKS OR EXCEPTIONS
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<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER							
11-01	Integrated Drive Generator (IDG) Systems						
1)	Constant Speed Drives (CSD) (600-2B19)	A	2	1			(M)(O) One may be inoperative provided: a) Respective GEN 1/2 switch is selected to OFF/RESET, b) Respective IDG is disconnected, c) APU generator is operated continuously throughout flight, d) AFM performance corrections for APU ON are applied, e) APU Battery and APU Battery Charger System is operative, f) Cross-side Hydraulic Motor Pump (ACMP) is selected ON, g) Same side Hydraulic AC Motor Pump (ACMP) is operative, h) Repairs are made within 30 flight hours (cumulative), and i) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
							(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER					
11-01	Integrated Drive Generator (IDG) Systems				
2)	Constant Speed Drives (CSD) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	A	2	1	(O) One may be inoperative provided: a) Respective GEN 1/2 switch is selected to OFF/RESET, b) Respective IDG is disconnected, c) APU generator is operated continuously throughout flight, d) AFM performance corrections for APU ON are applied, e) Operations are conducted at or below FL 320, and f) Repairs are made within 100 flight hours (cumulative).
					(cont'd)



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
24 – <u>ELECTRICAL POWER</u>					
11-01	Integrated Drive Generator (IDG) Systems (cont'd)				
3)	Generators, Generator Control Units (GCU) (600-2B19)	B	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Respective GEN 1/2 switch is selected to OFF/RESET,</li> <li>b) APU generator is operated continuously throughout flight,</li> <li>c) AFM performance corrections for APU ON are applied,</li> <li>d) APU Battery and APU Battery Charger System is operative,</li> <li>e) Cross-side Hydraulic Motor Pump (ACMP) is selected ON,</li> <li>f) Same side Hydraulic AC Motor Pump (ACMP) is operative, and</li> <li>g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).</li> </ul>
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
24 – ELECTRICAL POWER					
11-01	Integrated Drive Generator (IDG) Systems (cont'd)				
	4) Generators, Generator Control Units (GCU) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	B	2	1	One may be inoperative provided: a) Respective GEN 1/2 switch is selected to OFF/RESET, b) APU generator is operated continuously throughout flight, c) AFM performance corrections for APU ON are applied, and d) Operations are conducted at or below FL 320.
11-02	IDG 1/2 "FAULT/DISC" Switch Lights (light function only)	C	2	0	
22-01	APU Generator System	C	1	0	May be inoperative provided: a) IDG 1 and IDG 2 are operative, and b) APU GEN switch is selected to OFF/RESET.  NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER							
23-01	Air Driven Generator (ADG) Auto-deploy System	C	1	0		(M) May be inoperative provided system is deactivated.	
	1) ADG Deployment Squib (600-2B19 without ModSum TC 601R14177 (wet ADG))	C	1	0		(M) May be inoperative provided Deployment Squib is deactivated.	
24-01	AUTO XFER "FAIL/OFF" Switch Lights (light function only)	C	2	0			
31-01	Transformer Rectifier Units (TRUs)						
	1) 600-2B19	B	5	4		(M)(O) One may be inoperative provided ESS TRU 1 and TRU 1 are operative.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	4	3		(M)	
31-02	TRU Cooling Fans						
	1) 600-2B19	C	5	3		(M) One or two cooling fans may be inoperative provided:	
						a) One ESS TRU Cooling Fan is operative, and	
						b) Forward equipment doors are OPENED for stationary ground operations at temps. greater than 30°C.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	4	0		(M)	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
24 – ELECTRICAL POWER					
32-01	Main Battery and Main Battery Charger System				
	1) 600-2B19 (AHRS equipped aircraft or aircraft with ModSum TC601R15209);	A	1	0	(M)(O) May be inoperative provided:
					a) Main Battery and Main Battery Charger System is deactivated,
					b) APU air intake door is secured fully OPEN,
					c) AFM performance corrections for APU ON are applied,
					d) APU is operated continuously during flight or aircraft speed is limited to 300 KIAS if APU is OFF,
					e) APU Battery and APU Battery Charger System is operative,
					f) APR is selected OFF,
					g) Operations are conducted in accordance with AFM APR OFF performance data, and
					h) Repairs are made within one flight day.
					NOTE 1: DG mode heading slew function will be inoperative.
					NOTE 2: Service Lights will be inoperative.
					NOTE 3: Maintenance Lights will be inoperative.
					(cont'd)

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
24 – ELECTRICAL POWER							REMARKS OR EXCEPTIONS
32-01	Main Battery and Main Battery Charger System (cont'd)						
	1) 600-2B19 (AHRS equipped aircraft or aircraft with ModSum TC601R15209); (cont'd)	A	1	0		(M)(O) May be inoperative provided:	
						a) Main Battery and Main Battery Charger System is deactivated,	
						b) APU air intake door is secured fully CLOSED,	
						c) APU is not used,	
						d) APU Battery and APU Battery Charger System is operative,	
						e) APR is selected OFF,	
						f) Operations are conducted in accordance with AFM APR OFF performance data, and	
						g) Repairs are made within one flight day.	
						NOTE 1: DG mode heading slew function will be inoperative.	
						NOTE 2: Service Lights will be inoperative.	
						NOTE 3: Maintenance Lights will be inoperative.	
	2) 600-2C10, 600-2D15, 600-2D24 600-2E25	A	1	0		(M) May be inoperative provided:	
						a) Main Battery and Main Battery Charger System is deactivated, and	
						b) Repairs are made within one flight day	
32-02	Main Battery Charger					Combined with item 24-32-01	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER							
32-03	APU Battery and APU Battery Charger System (600-2B19)	A	1	0		(M) May be inoperative provided: a) APU Battery and APU Battery Charger System is deactivated, b) Main Battery and Main Battery Charger System is operative, c) AFM performance corrections for APU ON are applied when APU is used, and d) Repairs are made within one flight day.	
32-04	APU Battery Charger (600-2B19)					NOTE: External DC power will be required to start the APU and for pressure refueling.	
33-01	DC TIE 1/2 "CLOSED" Switch Lights (light function only) (600-2B19)	C	2	0		Combined with item 24-32-03	
33-02	DC ESS TIE "CLOSED" Switch Light (light function only) (600-2B19)	C	1	0			
41-01	External AC Power "AVAIL/IN USE" Switch Light (Overhead Panel) (light function only)	C	1	0			

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-9
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS			ITEM	1.	2. NUMBER INSTALLED	
					3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER						
41-02	External AC Power "AVAIL /IN USE" Switch Light (Service Panel) (light function only)	C	1	0		
41-03	External AC Power System	C	1	0		
42-01	External DC Power "AVAIL/IN USE" Switch Light (light function only) (600-2B19)	C	1	0		
42-02	External DC Power System (600-2B19)	C	1	0		
50-01	AC Service Bus (600-2B19) Except for aircraft with Photoluminescent Floor Proximity Emergency Escape Path Marking System installed.	C	1	0	(M) May be inoperative provided: a) Lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", b) Lavatory is not used for any purpose, c) DC ESS TIE Switch Light is selected CLOSED, d) Sufficient lighting is operative for cabin crew to perform required duties, and e) Lighting configuration at dispatch is acceptable to the flight crew.	
					NOTE: Cabin Interior Lights will be inoperative.	
50-02	Synoptic Page AC Service Bus Indication (600-2B19)	C	1	0	May be inoperative provided: a) "DC TIE 1/2" and "DC ESS TIE" are not displayed on EICAS, and b) DC SERVICE BUS on EICAS is powered normally.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 24-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER							
50-03	Load Shedding System *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	1	0			
51-01	AC ESS XFER "ALTN" Switch Light (light function only)	C	1	0			
51-02	AC Essential Power Transfer Relay (K3XD) (600-2B19)	B	1	0		May be inoperative provided: a) IDG1 and IDG2 are operative, b) ESS TRU 2 is operative, and c) EICAS "AC ESS BUS" caution message is not displayed.  NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.	
61-02	DC Utility Bus (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0		May be inoperative provided cabin right side reading lights are considered inoperative.	



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>							
00-01		"Fasten Seat Belt While Seated" Placards	C	-	-	-	One or more placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
11-01		Pilot seats					
	1)	Lumbar Supports	C	2	0		May be inoperative in lowest position provided seat is acceptable to affected crew member.
	2)	Arm rests	C	4	0		(M) May be inoperative or missing provided: a) Egress is not impaired, and b) Seat is acceptable to affected crew member.
	3)	Height Adjustments	B	2	0		(M) May be inoperative provided: a) Seat is secured in vertical position acceptable to affected crew member, b) Fore/Aft Adjustments are verified operative, c) Egress is not impaired, and d) If HGS is installed and required for flight, the vertical position of the seat must be acceptable to affected crew member.
	4)	Fore/Aft Adjustments	B	2	0		(M) May be inoperative provided: a) Seat is secured in fore/aft position acceptable to affected crew member, b) Height Adjustments are verified operative, c) Egress is not impaired, and d) If HGS is installed and required for flight, the fore/aft adjustment seat must be acceptable to affected crew member.
	5)	Recline Adjustments	B	2	0		(M) May be inoperative provided: a) Backrest is secured in a position acceptable to affected crew member, and b) If HGS is installed and required for flight, the recline adjustments of the seat must be acceptable to affected crew member.
	6)	Thigh Supports	C	2	0		May be inoperative provided seat is acceptable to affected crew member.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>							
12-01	Observer's Seat (including associated equipment)	A	1	0			May be inoperative provided: a) A passenger seat in the passenger cabin is made available to the FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		A	1	0			May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by a FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.  NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.
18-01	Cockpit Sunvisors	C	2	0			May be inoperative provided affected sunvisor does not obstruct either pilot's field of view for take-off and landing.
		C	2	0			May be inoperative provided affected sunvisor is properly secured or removed from aircraft.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>					
18-02	Cockpit Chart Holders (Control Column and Window)	C	4	0	May be inoperative provided affected holder does not impede associated crew member to perform his duties.
		C	4	0	(M) May be inoperative provided affected holder is removed.
		B	2	1	One holder may be inoperative or missing provided the EFB on the same side is operative.
21-01	Passenger Seats	D	-	-	(O) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seat(s).
		1) Recline Mechanism	D	-	May be inoperative and seat occupied provided seatback is immovable in full upright position.
			D	-	(M) May be inoperative and seat occupied provided seat is secured in the up-right position.
		2) Underseat Baggage Restraining Bars	C	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", c) Restraining Bar does not restrict any passenger from access to main aircraft aisle or emergency exit, and d) Procedures are established to alert cabin crew of inoperative restraining bar.
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>					
21-01	Passenger Seats (cont'd)				
	3) Armrest				
	a) Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
	b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
	c) Downlock Mechanism	D	-	-	May be inoperative and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.

## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	25-5

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.	NUMBER INSTALLED		3.	4.
							NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
25 – EQUIPMENT/FURNISHING								
22-01	Flight Attendant Seat Assembly							
1)	Single Seat Configuration (600-2B19)	A	1	0				(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected seat is not occupied,</li> <li>b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat,</li> <li>c) Alternate procedures are established and used as published in crew members manuals,</li> <li>d) Folding type seat is stowed or is secured in the retracted position,</li> <li>e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and</li> <li>f) Repairs are made within two flight days.</li> </ul> NOTE 1 : An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2 : A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3 : The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.
		D	1	0				(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Flight Attendant is not required by FAR,</li> <li>b) Affected seat is not occupied, and</li> <li>c) Folding type seat stows automatically or is secured in the retracted position.</li> </ul> NOTE 1 : An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2 : A seat position with an inoperative or missing restraint system is considered inoperative.

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>					
22-01	Flight Attendant Seat Assembly (cont'd)				
	2) Required Flight Attendant Seats	B	-	-	(M)(O) One seat position may be inoperative provided: a) Affected seat position is not occupied, b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crew members manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY".  NOTE 1 : An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2 : A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3 : Individual operators when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.
	3) Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position.  NOTE 1: Inoperative automatic stow feature of a folding seat renders the seat inoperative. NOTE 2: A seat with a missing or inoperative safety belt (including shoulder harness) or headrest renders the seat inoperative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>					
23-01	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Any emergency equipment located in affected compartment is considered inoperative, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed.  NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.
		C	-	-	(M)(O) May be inoperative provided: a) Affected door(s) is removed, b) Associated bin or compartment is not used for storage of any items, except those permanently affixed, c) Associated bin or compartment prominently placarded DO NOT USE. d) Procedures are established and used to alert crewmembers and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used.  NOTE 1 : If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. NOTE 2 : Any emergency equipment located in the associated compartment (permanently affixed) is available for use.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>							
32-01	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	-	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Container is empty and the access is secured to prevent waste introduction into the compartment, and</li> <li>b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.</li> </ul>
40-01	Lavatory Door Ashtray	A	-	0	0	May be missing provided it is replaced within three calendar days.	
40-02	Lavatory Waste Compartment Access Door / Flap Assembly	C	-	0	0	May be inoperative or missing provided associated Lavatory Fire Extinguishing System is considered inoperative.	
42-01	Lavatory Door Springs	D	-	0	0	(O) May be inoperative or missing provided:	<ul style="list-style-type: none"> <li>a) Door is verified operative (open and close) without interference,</li> <li>b) Associated lavatory door is locked before each takeoff and landing, and</li> <li>c) Alternate procedures to close door(s) when required are established and used.</li> </ul>



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-9
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – EQUIPMENT/FURNISHING							
51-01	Baggage Retrieval Modules *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	2	0		(M) One or both may be inoperative provided affected module(s) is/are secured at the bulkhead position.	
51-02	Cargo Compartment Door Restraint Nets (Including associated equipment)	C	-	0		May be damaged or missing provided affected cargo compartment is empty.	
		C	-	0		(M) May be damaged or missing provided cargo in affected cargo compartment is secured.	
						NOTE: Associated equipment includes snap latches, restraint net brackets and floor pan fitting rings/posts.	
51-03	Aft Cargo Compartment Dividing Nets (Including associated equipment) ***						
	1) 600-2B19	D	-	0		May be damaged or missing provided affected cargo compartment is empty.	
		D	-	0		(M)	
						NOTE: Associated equipment includes quick release attachments, anchor plates, net posts, narrow-hooks and floor pan fitting ring/posts.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	D	-	0		NOTE: Associated equipment includes quick release attachments, anchor plates and cam buckles.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM							
25 – <u>EQUIPMENT/FURNISHING</u>							
51-04	Fwd Cargo Compartment Dividing Net (Including associated equipment)						
	1) 600-2C10	D	1	0			NOTE: Associated equipment includes quick release attachments, snap latches, anchor plates and floor pan fitting rings/posts.
	2) 600-2D15, 600-2D24, 600-2E25						
	a) Middle Nets (attached to door restrain nets)	D	2	0			
	b) Divider Net (located between fwd cargo compartment doors)	C	1	0			May be damaged or missing provided fwd cargo compartment is empty.
		C	1	0			May be damaged or missing provided baggage load in the fwd cargo compartment does not exceed 850 lbs.
		C	1	0			(M) May be damaged or missing provided cargo in the fwd cargo compartment is secured.
							NOTE: Associated equipment includes quick release attachments, snap latches, anchor plates and floor pan fitting rings/posts.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-11
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>					
52-01	Cargo Compartment Liners and Floor Panels	C	-	0	<p>(M) May be damaged (punctured, torn or deformed) provided:</p> <ul style="list-style-type: none"> <li>a) Affected area is visually inspected for damage, and</li> <li>b) Procedures are established and used to ensure the associated cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
61-01	Megaphones ***	D	-	-	<p>Any in excess of those required by regulations may be inoperative or missing provided:</p> <ul style="list-style-type: none"> <li>a) Inoperative megaphone is removed from the passenger cabin, and</li> <li>b) Required distribution is maintained.</li> </ul>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-12
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – EQUIPMENT/FURNISHING							
61-02		Emergency Medical Equipment					
	1)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided:	<ul style="list-style-type: none"> <li>a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within three flight cycles</li> </ul>
			D	-	-	Any in excess of those required by regulation may be incomplete, missing or inoperative.	
	2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided:	<ul style="list-style-type: none"> <li>a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within three flight cycles</li> </ul>
			D	-	-	Any in excess of those required by regulation may be incomplete, missing or inoperative.	
	3)	First Aid Kit (FAK) and/or Associated Equipment	A	-	0	(O) If more than one is required by regulation, only one of the required first aid kits may be incomplete, missing or inoperative provided:	<ul style="list-style-type: none"> <li>a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within three flight cycles</li> </ul>
			D	-	-	Any in excess of those required by regulation may be incomplete, missing or inoperative.	

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-13
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHING</u>					
61-04		Flashlights / Flashlight Holders			
	1)	Flashlights	C -	0	(O) May be inoperative or missing provided a flashlight of equivalent characteristics is readily available.
	2)	Flashlight Holders	C -	0	(M)(O) May be inoperative or missing provided alternate stowage means are provided.
62-01		Emergency Locator Transmitter (ELT) ***	A -	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
			A -	0	May be missing provided repairs are made within 90 days.
			D -	-	(M) Any in excess of those required by FAR may be inoperative provided system is deactivated.
			D -	-	Any in excess of those required by FAR may be missing.
64-01		Flotation Equipment (Crew and Passenger) ***	C -	-	As required by regulations.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 25-14
	<b>DATE:</b> 07/09/2012	

1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED	
ITEM		3. NUMBER REQUIRED FOR DISPATCH	
25 – <u>EQUIPMENT/FURNISHING</u>		4. REMARKS OR EXCEPTIONS	
70-01	Non-Essential Equipment and Furnishings (NEF)	-	-
		<p>May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operators (insert name) manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: EXTERIOR LAVATORY DOOR ASHTRAYS ARE NOT CONSIDERED NEF ITEMS.</p>	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 26-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 – FIRE PROTECTION							
00-01	FIDEEX System (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	1	1	System redundancy may be degraded as indicated by "FIRE SYS FAULT" status message.	
00-02	FIDEEX-Control Unit ARINC Communication (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	0	May be inoperative provided FIRE DETECTION/FIREX MONITOR pilot initiated test is performed prior to each flight.	
11-01	Engine Fire Detection Loops (600-2B19)	C	4	2	2	One loop (A or B) may be inoperative, on each engine provided fire detection switch is selected to the operative loop.	
11-02	Jet Pipe Fire Detection Loops (600-2B19)	C	4	2	2	One loop (A or B) may be inoperative, on each engine provided fire detection switch is selected to the operative loop.	
12-01	APU Fire Detection Loops 1) 600-2B19	C	2	1	1	(M) One loop (A or B) may be inoperative provided APU fire detection switch is selected to the operative loop.	
		C	2	0	0	Both loops A and B may be inoperative provided APU is considered inoperative.	
		C	2	0	0	Both loops A and B may be inoperative provided APU is considered inoperative.	
		C	2	0	0	(M) Both loops A and B may be inoperative provided: a) APU is used on ground (for engine start only), b) APU access doors are opened, c) APU is visually monitored, d) APU is pneumatically loaded only, and e) Total APU operating time shall not exceed 5 minutes.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 26-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
26 – FIRE PROTECTION							
12-02	APU Fire Warning Horn (600-2B19)	C	1	0			May be inoperative provided a qualified operator remains in the cockpit to monitor the APU Fire Warning System while the APU is running.
14-01	Main Landing Gear Bay Overheat Detection System	B	1	0			(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) MLG BAY OVHT warning message is not displayed,</li> <li>b) EICAS Brake Temperature Monitoring Readouts are operative,</li> <li>c) Landing gear is left extended for a minimum of ten minutes after take-off,</li> <li>d) Take-off performance is in accordance with AFM Supplement (Flight with Landing Gear Down), and</li> <li>e) Take-off is not conducted in icing conditions.</li> </ul>
		B	1	0			(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) System is deactivated,</li> <li>b) EICAS Brake Temperature Monitoring Readouts are operative,</li> <li>c) Landing gear is left extended for a minimum of ten minutes after take-off,</li> <li>d) Take-off performance is in accordance with AFM Supplement (Flight with Landing Gear Down), and</li> <li>e) Take-off is not conducted in icing conditions.</li> </ul>

(cont'd)



## MASTER MINIMUM EQUIPMENT LIST

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS OR EXCEPTIONS			
26 – FIRE PROTECTION						
14-01	Main Landing Gear Bay Overheat Detection System (cont'd)	A	1	0	(M) May be inoperative provided: a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, c) Operations are not conducted in known or forecast icing conditions, d) In-flight performance information given in the Flight Planning and Cruise Control Manual is used, e) Extended overwater operations are prohibited, f) Both headsets are worn, and g) Repairs are made within one flight day.	
15-01	Cargo Compartment Smoke Detectors					
	1) 600-2B19	C	2	0	(M) Both may be inoperative provided procedures are established and used to ensure the cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and / or Fly Away Kits.  NOTE: Operators MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
	a) A/c with ModSum TC601R101264	C	2	1	(M)(O) One may be inoperative provided remaining detector is verified operative prior to each flight.	
	b) A/c without ModSum TC601R101264	C	2	1	(M)(O) Forward smoke detector may be inoperative provided aft smoke detector is verified operative prior to each flight.	
(cont'd)						

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 26-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
26 – FIRE PROTECTION					
15-01	Cargo Compartment Smoke Detectors (cont'd)				
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25 (FWD CARGO)	C	3	0	<p>NOTE: Relief for single or dual Fwd Cargo Compartment Smoke Detector failure is covered by item 26-00-01 with the FIRE SYS FAULT status message shown.</p> <p>(M) All may be inoperative provided procedures are established and used to ensure the fwd cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and / or Fly Away Kits.</p> <p>NOTE: Operators MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
	3) 600-2C10, 600-2D15, 600-2D24, 600-2E25 (AFT CARGO)	C	2	0	<p>NOTE: Relief for single Aft Cargo Compartment Smoke Detector failure is covered by item 26-00-01.</p> <p>(M) All may be inoperative provided procedures are established and used to ensure the aft cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and / or Fly Away Kits.</p> <p>NOTE: Operators MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 26-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 – FIRE PROTECTION							
16-01	Lavatory Smoke Detection System	C	-	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided:	<ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> <p>NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.</p>
22-01	APU Fire Extinguishing System						
	1) 600-2B19	C	1	0	0	May be inoperative provided APU is considered inoperative.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	0	May be inoperative provided APU is considered inoperative.	
		C	1	0	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) APU is used on ground (for engine start only),</li> <li>b) APU access doors are opened,</li> <li>c) APU is visually monitored,</li> <li>d) APU Fire Detection System is operative,</li> <li>e) APU is pneumatically loaded only, and</li> <li>f) Total APU operating time shall not exceed 5 minutes.</li> </ul>
23-01	Portable Fire Extinguishers	D	-	-	-	Any in excess of those required by regulations may be inoperative or missing provided:	<ul style="list-style-type: none"> <li>a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and</li> <li>b) Required distribution is maintained.</li> </ul>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 26-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM				NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS	
26 – FIRE PROTECTION							
25-01	Cargo Compartment Fire Extinguishing System						
	1) 600-2B19	C	1	0		May be inoperative provided procedures are established and used to ensure the cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
						NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0		May be inoperative provided procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
						NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 26-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
26 – FIRE PROTECTION							
25-02	Cargo Compartment Fire Extinguisher Squibs						
	1) 600-2B19	A	4	3			One may be inoperative provided: a) Cargo fire test is performed prior to each flight, and b) Repairs are made within three flight days.
		C	4	0			All may be inoperative provided procedures are established and used to ensure the cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25						
	a) Fwd Squibs	C	2	0			All may be inoperative provided procedures are established and used to ensure the fwd cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
	b) Aft Squibs	C	2	0			All may be inoperative provided procedures are established and used to ensure the aft cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 26-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3.	NUMBER REQUIRED FOR DISPATCH
26 – FIRE PROTECTION					4. REMARKS OR EXCEPTIONS
26-01	Lavatory Fire Extinguishing System	C	-	-	For each lavatory, the lavatory fire extinguishing system may be inoperative provided Lavatory Smoke Detection System operates normally.
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> <p>NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A lavatory fire extinguishing system is not required for all-cargo operations.</p>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 – FLIGHT CONTROLS							
12-01	Aileron Trim System						
	1) 600-2B19	B	1	0		May be inoperative provided: a) Autopilot is operative, b) Both Power Crossflow SOVs are operative, and c) Aileron trim system is centered.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	1	0		May be inoperative provided: a) Autopilot is operative, b) XFlow Pump is operative, and c) Aileron trim system is centered.	
15-02	Aileron Flutter Dampers	A	2	0		(O) One per surface may indicate low reservoir fluid provided: a) Each individual PCU is verified operative prior to further flight, and b) Repairs are made within one flight day.	
21-01	Rudder System (600-2E25)	A	1	1		System redundancy may be degraded as indicated by RUDDER FAULT status message provided: a) Only one of the following indications or messages is also present: i) Rad Alt red flag with SPLR/STAB FAULT status message, or ii) IAPS DEGRADED status message, or iii) FLAP HALFSPEED status message, or iv) SLAT HALFSPEED status message, or v) L FADEC FAULT 1(2) status message, or vi) R FADEC FAULT 1(2) status message, or vii) A/SKID INBD caution message, or viii) A/SKID OUTBD caution message. b) Repairs are made within three flight days	
24-01	EICAS Rudder Control Surface Position Indication (600-2B19)	C	1	0		(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 – <u>FLIGHT CONTROLS</u>					
24-02	Rudder Pedal Adjustment Systems	B	2	1	(O) One may be inoperative provided: a) Pedals are in position acceptable to affected crewmember, b) EICAS Rudder Control Surface Position Indication is operative, and c) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.
		B	2	1	(M)(O) One may be inoperative provided: a) Pedals are adjusted to position acceptable to affected crewmember, b) EICAS Rudder Control Surface Position Indication is operative, and c) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.
34-01	EICAS Elevator Control Surface Position Indication (600-2B19)	C	1	0	(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.
35-01	Stall Warning Switch Lights (light function only)	C	2	1	(O) May be inoperative provided shaker and pusher are checked operative prior to each flight.



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS OR EXCEPTIONS			
27 – FLIGHT CONTROLS						
51-01	Flap Electronic Control Unit (FECU) Channels (600-2B19)					
1)	A/c without ModSum TC601R15447 or TC601R15318	C	2	1	May be inoperative provided Flap Power Drive Unit Motor on the opposite side is operative.	
					NOTE: Flap will operate at half-speed.	
a)	Flap Power Drive Unit (PDU) Motors	B	2	1		
					NOTE: Flap will operate at half-speed.	
2)	A/c with ModSum TC601R15447 or TC601R15318	C	2	1	May be inoperative provided:	
					a) Flap Power Drive Unit Motor on the opposite side is operative, and	
					b) Skew Detection System is considered inoperative.	
					NOTE: Flap will operate at half-speed.	
		C	2	1	(M) May be inoperative provided:	
					a) Flap Power Drive Unit Motor on the opposite side is operative, and	
					b) Skew Detection System is verified operative before each flight.	
					NOTE: Flap will operate at half-speed.	
a)	Flap Power Drive Unit (PDU) Motors	B	2	1	May be inoperative provided Skew Detection System is considered inoperative.	
					NOTE: Flap will operate at half-speed.	
		B	2	1	(M) May be inoperative provided Skew Detection system is verified operative before each flight.	
					NOTE: Flap will operate at half-speed.	

## MASTER MINIMUM EQUIPMENT LIST

SYSTEM & SEQUENCE NUMBERS		1.	2.		3.		4.	
ITEM			NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS	
27 – FLIGHT CONTROLS								
51-02	Slat / Flap System							
	1) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T31732)							
	a) Flap Subsystem	C	1	1			(M) System redundancy may be degraded as indicated by "FLAPS HALFSPEED" status message provided: a) Both Flap PDU brakes are verified operative, b) "SLATS HALFSPEED" status message is not displayed, and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
							NOTE: Flaps will operate at half-speed.	
	b) Slat Subsystem	C	1	1			(M) System redundancy may be degraded as indicated by "SLATS HALFSPEED" status message provided: a) Both Slat PDU brakes are verified operative, b) "FLAPS HALFSPEED" status message is not displayed, and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
							NOTE: Slats will operate at half-speed.	
(cont'd)								

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
27 – <u>FLIGHT CONTROLS</u>							
51-02	Slat / Flap System (cont'd)						
	2) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T31732), (600-2E25)						
	a) Flap Subsystem	C	1	1	1	System redundancy may be degraded as indicated by "FLAPS HALFSPEED" status message provided: a) "SLATS HALFSPEED" and/or "FLAP FAULT" status messages are not displayed, and b) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).  NOTE: Flaps will operate at half-speed.	
	b) Slat Subsystem	C	1	1	1	System redundancy may be degraded as indicated by "SLATS HALFSPEED" status message provided: a) "FLAPS HALFSPEED" and/or "FLAP FAULT" status messages are not displayed, and b) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).  NOTE: Slats will operate at half-speed.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
27 – FLIGHT CONTROLS						
51-03	Skew Detection System (600-2B19 with ModSum TC601R15447 or TC601R15318)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flaps are visually checked before each flight.	
		B	1	0	(M)(O) May be inoperative provided: a) System reset is performed before each flight, b) Flaps are visually checked before each flight, and c) EICAS “FLAPS FAIL” caution message is not displayed.  NOTE 1: On the aircraft without ModSum TC601R15059 or TC601R15010 (Non EICAS 2000) flap will operate at half speed. NOTE 2: On the aircraft with ModSum TC601R15059 or TC601R15010 (EICAS 2000) flap may operate at half-speed if the Skew Detection System DC power supply fails.	
51-04	Slat Disconnect Detection System (600-2C10, 600-2D15, 600-2D24 600-2E25)	A	1	0	(M)(O) May be inoperative as indicated by “SLAT FAULT” status message provided: a) Slats are inspected once each flight day to ensure no mechanical disconnect is present, b) Slats are inspected before next flight to ensure no mechanical disconnect is present if 0g or less is encountered as result of pilot maneuvering in last flight, and c) Repairs are made within three flight days.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 – FLIGHT CONTROLS						
51-05	Flap System					
	1) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T31732)	C	1	1		(M) System redundancy may be degraded as indicated by "FLAP FAULT" status message provided non-dispatchable Flap System failures are verified not present before each flight.
	2) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T31732), (600-2E25)	C	1	1		System redundancy may be degraded as indicated by "FLAP FAULT" status message.
53-01	Flap Actuator Heater System (600-2B19 with STC# 03032NY)	D	1	0		(M) May be inoperative provided: a) Flap Actuator Heater System is deactivated, and b) Flap Actuator Heater System is visually inspected for damage.
54-01	Flap Position Potentiometers (600-2B19)					
	1) A/c without ModSum TC601R15447 or TC601R15318	C	2	1		(M) May be inoperative provided affected potentiometer is deactivated.
	2) A/c with ModSum TC601R15447 or TC601R15318					
	a) L/H	C	1	0		(M) May be inoperative provided: a) Affected potentiometer is deactivated, b) R/H Flap Position Potentiometer is operative, and c) Skew Detection System is considered inoperative.
	b) R/H	C	1	0		(M) May be inoperative provided: a) Affected potentiometer is deactivated, and b) L/H Flap Position Potentiometer is operative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 – FLIGHT CONTROLS					
60-01	EICAS Ground Spoilers Control Surface Position Indications	C	4	0	(M) Any may be inoperative provided: a) GLD auto and manual modes are visually verified operative prior to each flight, and b) GLD spoilers are verified stowed before each flight.
62-01	Spoiler Electronic Control Unit (SECU) Channels (600-2B19)				
	1) Flight Spoiler Channels	B	2	1	(M)(O) One may be inoperative provided: a) INBD and OUTBD Ground Spoilers are verified operative prior to each flight, b) Flight spoilers are verified operative prior to each flight, c) EICAS "R/L FLIGHT SPOILER", "FLIGHT SPOILERS" and "FLIGHT SPOILER DEPLOY" caution messages are not displayed, and d) T/O Configuration Warning System is verified operative before first flight each day.
	2) Ground Spoiler Channels	B	4	2	(O) One per SECU may be inoperative provided: a) INBD and OUTBD Ground Spoilers are verified operative prior to each flight, and b) T/O Configuration Warning System is verified operative before first flight each day.
	3) Spoileron Channels	A	2	1	(M)(O) One may be inoperative provided: a) Spoilerons are verified operative prior to each flight, b) Remaining SECU Spoileron Channel is controlled by SECU p/n 49-164-05, 49-164-07 or 49-164-21, c) EICAS "SPOILERONS ROLL", "SPOILERONS" and "R/L SPOILERON" caution messages are not displayed, d) T/O Configuration Warning System is verified operative before first flight each day, and e) Repairs are made within three flight days.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-9
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
		ITEM				NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
27 – <u>FLIGHT CONTROLS</u>							
62-02	Flight Spoiler PCUs (600-2B19)	B	4	2			(M)(O) One Flight Spoiler PCU per surface may be inoperative provided: a) INBD and OUTBD Ground Spoilers are confirmed operative prior to each flight, b) Flight spoilers are confirmed operative prior to each flight, c) Both SECU Channels are operative, d) EICAS "R/L FLIGHT SPOILER", "FLIGHT SPOILERS" and "FLIGHT SPOILER DEPLOY" caution messages are not displayed, and e) T/O Configuration Warning System is verified operative before first flight each day.
62-03	Spoileron PCUs (600-2B19)	A	4	2			(M)(O) One per surface may be inoperative provided: a) Spoilerons are verified operative prior to each flight, b) One spoileron PCU per surface is operative and controlled by SECU p/n 49-164-05, 49-164-07 or 49-164-21, c) EICAS "SPOILERONS ROLL", "SPOILERONS" and "R/L SPOILERON" caution messages are not displayed, d) T/O Configuration Warning System is verified operative before first flight each day, and e) Repairs are made within three flight days.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-10
	<b>DATE:</b> 07/09/2012	

1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM						
27 – <u>FLIGHT CONTROLS</u>						
65-01	Ground Spoilers (Inboard or Outboard Pair)					
1)	600-2B19	C	2	1		(M)(O) One pair of Ground Spoilers Inboard (IB) or Outboard (OB) may be inoperative in the RETRACTED position provided: a) All remaining spoiler surfaces are operative in GLD auto and manual modes, b) Affected Inboard or Outboard Ground Spoiler pair is secured stowed, c) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
2)	600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	1		(M)(O) One pair of Ground Spoilers Inboard (IB) or Outboard (OB) may be inoperative in the RETRACTED position provided: a) All MFS and the remaining ground spoiler pair is operative in GLD AUTO and manual ARM modes, b) Affected Inboard or Outboard Ground Spoiler pair is secured stowed, c) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, d) Both Thrust Reversers are operative, e) No other GS, MFS status message are displayed, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-11
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
		ITEM				NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
27 – FLIGHT CONTROLS							
65-02	Spoiler and Stabilizer Control System (SSCS)						
	1) SSCU 1 Channels (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1			May be inoperative as indicated by "SSCU 1 FAULT" status message provided both SSCU 2 Channels are operative.
	2) SSCU 2 Channels (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1			May be inoperative as indicated by "SSCU 2 FAULT" status message provided both SSCU 1 Channels are operative.
	3) Spoiler / Stabilizer Subsystem						
	a) A/c without ModSum 670T31194 (600-2C10, 600-2D15, 600-2D24)	C	1	1			(M) System redundancy may be degraded as indicated by "SPLR/STAB FAULT" status message provided: a) Both SSCU 1 Channels and both SSCU 2 Channels are operative, and b) Not-dispatchable spoiler / stabilizer subsystem failures are verified not present once each flight day.
	b) A/c with ModSum 670T31194 (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	1			System redundancy may be degraded as indicated by "SPLR/STAB FAULT" status message provided both SSCU 1 Channels and both SSCU 2 Channels are operative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 27-12
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED
27 – <u>FLIGHT CONTROLS</u>				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
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<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
28 – FUEL							REMARKS OR EXCEPTIONS
13-01	APU Fuel Feed SOV						
	1) 600-2B19	C	1	0			(M) May be inoperative CLOSED provided APU is considered inoperative.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0			(M) May be inoperative CLOSED provided APU is considered inoperative.
		C	1	0			(M)(O) May be inoperative OPEN provided: a) APU is used for engine starting on ground only, b) APU is shutdown after one engine start, c) APU is not used in flight, d) APU Fire Detection System is operative, and e) APU Fire Extinguishing System is operative.
13-02	XFLOW AUTO OVERRIDE "MAN" Switch Light (light function only)	C	1	0			
13-03	XFLOW L/R "ON/FAIL" Switch Lights (light function only)	C	2	0			

## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	28-2

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
		ITEM				NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
28 – FUEL							
13-04	GRAVITY XFLOW "OPEN/FAIL" Switch Light (light function only)	C	1	0			
13-06	Power Crossflow SOVs (600-2B19)	C	2	0			(O) May be inoperative CLOSED provided: a) All Fuel Quantity Readouts are operative, and b) Gravity crossflow SOV is verified operative before each flight.
13-07	Transfer Ejectors (Center Tank)						
	1) 600-2B19	B	2	1			(M) One may be inoperative provided: a) Center tank is empty, and b) EICAS Center Tank Fuel Quantity Readout is operative.
		B	2	1			(M) One may be inoperative provided: a) Center tank contains less than 500 pounds of fuel prior to each flight, b) Remaining fuel in center tank is considered unusable, c) Aircraft range is limited accordingly, d) EICAS Center Tank Fuel Quantity Readout is operative, e) Both Power Crossflow SOVs are operative, and f) XFLOW/APU Fuel Pump is operative.

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
28 – FUEL							
13-07	Transfer Ejectors (Center Tank) (cont'd)						
2)	600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	1		(M) One may be inoperative provided: a) Center tank is empty, and b) EICAS Center Tank Fuel Quantity Readout is operative.	
		B	2	1		(M) One may be inoperative provided: a) Center tank contains less than 500 pounds of fuel prior to each flight, b) Remaining fuel in center tank is considered unusable, c) Aircraft range is limited accordingly, d) EICAS Center Tank Fuel Quantity Readout is operative, and e) Flight crew monitors center tank fuel quantity for proper transfer.	

## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	28-4

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.	NUMBER INSTALLED	
					3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
28 – <u>FUEL</u>						
13-08	Fuel Transfer SOVs (Center Tank)					
	1) 600-2B19	B	2	1	(M) One may be inoperative CLOSED provided: a) Center tank is empty, and b) EICAS Center Tank Fuel Quantity Readout is operative.	
		B	2	1	(M) One may be inoperative CLOSED provided: a) Center tank contains less than 500 pounds of fuel prior to each flight, b) Remaining fuel in center tank is considered unusable, c) Aircraft range is limited accordingly, d) EICAS Center Tank Fuel Quantity Readout is operative, e) Both Power Crossflow SOVs are operative, and f) XFLOW/APU Fuel Pump is operative.	
	a) Without ModSum TC601R12716	C	2	0	(M) Both may be inoperative OPEN provided center tank is empty.	
	b) With ModSum TC601R12716	C	2	0	(M) Both may be inoperative OPEN.	
(cont'd)						

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
28 – FUEL							
13-08	Fuel Transfer SOVs (Center Tank) (cont'd)						
2)	600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	1		(M) One may be inoperative CLOSED provided:	
						a) Center Tank is empty,	
						b) Opposite Transfer Ejector (Center Tank) is operative, and	
						c) EICAS Center Tank Fuel Quantity Readout is operative.	
		B	2	1		(M) One may be inoperative CLOSED provided:	
						a) Center tank contains less than 500 pounds of fuel prior to each flight,	
						b) Opposite Transfer Ejector (Center Tank) is operative,	
						c) Remaining fuel in center tank is considered unusable,	
						d) Aircraft range is limited accordingly,	
						e) EICAS Center Tank Fuel Quantity Readout is operative, and	
						f) Flight crew monitors center tank fuel quantity for proper transfer.	
		C	2	0		(M) Both may be inoperative OPEN provided center tank is empty.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 – FUEL							
13-10	XFlow Pump (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0		(M)(O) May be inoperative provided: a) All EICAS Fuel Tank Quantity Readouts are operative, and b) Gravity crossflow SOV is verified operative.	
23-01	Fuel Boost Pumps						
	1) 600-2B19	B	2	1		(M) One may be inoperative provided: a) Inoperative boost pump is selected OFF, b) Inoperative boost pump is deactivated, c) XFLOW/APU Fuel Pump is operative, and d) Power Crossflow SOVs are operative.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	1		(M) One may be inoperative provided: a) Inoperative boost pump is deactivated, and b) XFlow Pump is operative.	
23-02	Fuel Boost Pumps “ON/INOP” Switch Lights (light function only)	C	2	0			



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
28 – FUEL									
24-01	XFLOW/APU Fuel Pump (600-2B19)	C	1	0				(M) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) APU is considered inoperative,</li> <li>b) Power Crossflow SOVs are considered inoperative,</li> <li>c) All Fuel Quantity Readouts are operative, and</li> <li>d) Operations are conducted in accordance with AFM if fuel crossflow is required.</li> </ul>
		C	1	0				(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> <li>a) Satisfactory APU operations with both engines OFF is established before each departure by starting the APU using Fuel Boost Pumps, selecting APU Bleed ON, selecting both Air Conditioning Packs ON, and verifying the APU operates normally,</li> <li>b) Power Crossflow SOVs are considered inoperative,</li> <li>c) All Fuel Quantity Readouts are operative,</li> <li>d) Operations are conducted in accordance with AFM if fuel crossflow is required, and</li> <li>e) APU Battery and APU Battery Charger System is operative</li> </ul>
								NOTE:	Auto and manual power crossflow are inoperative for either option.

## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	28-8

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.	NUMBER INSTALLED	
					3.	4. NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
28 – <u>FUEL</u>						
24-02	APU Negative Gravity Feed Check Valve (600-2B19)	C	1	0		(O) May be inoperative provided flight operations are not dependent on use of the APU.
24-03	APU Fuel Pump (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0		(M) May be inoperative provided APU is considered inoperative.
24-04	APU PWR FUEL "PUMP FAIL/SOV FAIL" Switch Light (light function only)	C	1	0		
25-01	External Single Point Pressure Refueling System (Refuel/Defuel Control Panel)	C	1	0		May be inoperative provided Internal Single Point Pressure Refueling System is operative.
	1) (600-2B19)	C	1	0		(O) May be inoperative provided gravity refueling procedures are used.  NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.
	a) Automatic Mode	C	1	0		(O) May be inoperative provided manual or gravity refueling procedure is used.
	b) Manual Mode	C	1	0		(O) May be inoperative provided automatic or gravity refueling procedure is used.

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-9
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
28 – FUEL									
25-01	External Single Point Pressure Refueling System (Refuel/Defuel Control Panel) (cont'd)								
	1) (600-2B19) (cont'd)								
	c) Fuel Quantity Display Indication	C	1	0			(O) May be inoperative provided:		a) Manual or gravity refueling procedure is used, and b) All EICAS Fuel Tank Quantity Readouts are operative.
		C	1	0			(O) May be inoperative provided:		a) Manual or gravity refueling procedure is used, and b) All MLIs are operative.
	2) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0			May be inoperative provided gravity refueling procedures are used.		
							NOTE:		Refer to AFM for reduced fuel quantity available when using gravity refueling.
	a) Automatic Mode	C	1	0			May be inoperative provided manual or gravity refueling procedure is used.		
	b) Manual Mode	C	1	0			May be inoperative provided automatic or gravity refueling procedure is used.		
	c) Fuel Quantity Display Indication	C	1	0			May be inoperative provided:		a) Manual or gravity refueling procedure is used, and b) All EICAS Fuel Tank Quantity Readouts are operative.
		C	1	0			May be inoperative provided:		a) Manual or gravity refueling procedure is used, and b) All MLIs are operative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 – FUEL							
25-02	Refuel/Defuel Adapter Cap	C	1	0		(M) May be inoperative (missing) provided: a) Pressure refueling adapter door is not missing, b) Refuel/defuel adapter is visually checked for contamination prior to each refueling, and c) No leakage can be detected after refueling is complete.	
25-03	Refuel SOVs						
	1) 600-2B19	C	3	0		(M) May be inoperative CLOSED provided gravity refueling procedures are used.  NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
	2) Wing (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0		(M) May be inoperative CLOSED provided gravity refueling procedures are used for the affected tank(s).  NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
	3) Center (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0		May be inoperative provided center tank remains empty when remaining fuel is consumed.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-11
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 – FUEL							
25-04	High Level Sensors						
	1) 600-2B19	C	3	0			May be inoperative provided gravity refueling procedures are used for affected tank.  NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.
	2) Wing (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0			(O) Both may be inoperative provided: a) Gravity refueling procedures are used for affected wing tank, b) All EICAS Fuel Tank Quantity Readouts are operative, c) XFlow Pump is operative, d) Both Transfer Ejectors are operative, and e) Both Transfer SOVs are operative.  NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.
		C	2	0			(M)(O) Both may be inoperative provided: a) Manual refueling procedures are used for affected wing tank, b) All EICAS Fuel Tank Quantity Readouts are operative, c) XFlow Pump is operative, d) Both Transfer Ejectors are operative, and e) Both Transfer SOVs are operative.
	3) Center (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0			May be inoperative provided center tank remains empty.
25-05	Internal Single Point Pressure Refueling System (Refuel/Defuel Control Panel) ***	D	1	0			

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-12
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 – FUEL							
40-01	EICAS Bulk Fuel Temperature Indication	C	1	0		(O) May be inoperative provided: a) TAT is used as an indication of fuel temperature, b) TAT is monitored during flight, c) For the first flight of the day, the ambient temperatures during last 10 hours were above -29°C for A/C last fueled with Jet A or above -36°C for A/C last fueled with Jet A-1, and d) On subsequent flights, when refueling activities are to be conducted, local temperatures are to be above -25°C for A/C using Jet A or above -32°C for A/C using Jet A-1 for at least 10 hours prior to the re-fueling.	
41-01	EICAS Fuel Tank Quantity Readouts (Left, Right and Total) 1) 600-2B19	B	3	1		(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided: a) Both LH and RH tanks are completely filled, b) XFLOW auto-override is selected to MANUAL, and c) Aircraft is refueled using Single Point Pressure Refueling System.	
		B	3	1		(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided: a) Total fuel carried includes at least 10% more than the fuel load required for the planned flight and this extra fuel is considered unusable, b) Manual or gravity refueling mode is used, c) MLIs are used to verify main tank quantities prior to each flight, and d) XFLOW auto-override is selected to MANUAL.	
NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.							
CAUTION: Ensure FCOM MLI Chart, LBS or KG column, is used as applicable.							

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-13
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
28 – FUEL					
41-01	EICAS Fuel Tank Quantity Readouts (Left, Right and Total) (cont'd)				
2)	600-2C10, 600-2D15, 600-2D24, 600-2E25	B	3	1	(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both LH and RH tanks are completely filled,</li> <li>b) XFLOW auto-override is selected to MANUAL,</li> <li>c) Airplane is refueled using Single Point Pressure Refueling System.</li> <li>d) Associated High Level Sensor is operative,</li> <li>e) Opposite side Transfer Ejector is operative, and</li> <li>f) Opposite side Fuel Transfer SOV is operative.</li> </ul>
		B	3	1	(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided: <ul style="list-style-type: none"> <li>a) Total fuel carried includes at least 10% more than the fuel load required for the planned flight,</li> <li>b) Manual or gravity refueling mode is used,</li> <li>c) MLIs are used to verify main tank quantities before each flight,</li> <li>d) XFLOW auto-override is selected to MANUAL,</li> <li>e) Associated High Level Sensor is operative,</li> <li>f) Opposite side Transfer Ejector is operative, and</li> <li>g) Opposite side Fuel Transfer SOV is operative.</li> </ul> <p>NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.</p> <p>CAUTION: Ensure FCOM MLI Chart, LBS or KG column, is used as applicable.</p>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-14
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 – FUEL							
41-02	EICAS Fuel Tank Quantity Readouts (Center and Total)						
		1) 600-2B19	B	2	0	(M) Both may be inoperative provided:	a) Center tank remains empty, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) MLI is used to verify that center tank is empty once each flight day.
			B	2	0	(M) Both may be inoperative provided:	a) Center tank is completely filled, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) Aircraft is refueled using Single Point Pressure Refueling System.
			B	2	0	(M) Both may be inoperative provided:	a) Center tank is refueled using Single Point Pressure Refueling System, b) MLI is used to verify center tank quantity prior to each flight, and c) Left and Right EICAS Fuel Tank Quantity Readouts are operative.
		2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	0	(M)(O) Both may be inoperative provided:	a) Center fuel tank remains empty, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) MLI is used to verify that center tank is empty once each flight day.
			B	2	0	(M)(O) Both may be inoperative provided:	a) Center fuel tank is completely filled, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) Aircraft is refueled using Single Point Pressure Refueling System.

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FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-15
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
28 – FUEL					
41-02	EICAS Fuel Tank Quantity Readouts (Center and Total) (cont'd) 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25 (cont'd)	B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank is refueled using Single Point Pressure Refueling System, b) MLI is used to verify center tank quantity before each flight, and c) Left and Right EICAS Fuel Tank Quantity Readouts are operative.
41-03	Fuel Computer Channels				
	1) FSC (600-2B19)	B	2	1	One may be inoperative provided: a) Both Transfer Ejectors (Center Tank) are operative, b) Both Fuel Transfer SOVs (Center Tank) are operative, c) Both Fuel Flow "FF" Readouts are operative, and d) Fuel Used Readout on synoptic page is operative and reset prior to each flight.
	2) FQGC (600-2C10 with SB 670BA-28-008, 600-2D15, 600-2D24, 600-2E25)	B	2	1	(O) One may be inoperative provided: a) Remaining fuel in center tank is considered unusable, b) Center tank contains less than 500 pounds of fuel at dispatch, and c) Gravity crossflow SOV is verified operative.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 28-16
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
28 – <u>FUEL</u>					
41-04	Magnetic Level Indicators	C	5	0	All may be inoperative provided associated EICAS Fuel Tank Quantity Readouts are operative.
41-05	Fuel Pitch and Roll Inclometers	C	2	0	May be inoperative provided all EICAS Fuel Tank Quantity Readouts (Left, Right, Center and Total) are operative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 29-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
29 – <u>HYDRAULIC POWER</u>									
11-01	Engine Driven Pumps (EDP) (Systems 1 and 2)								
	1) 600-2B19	C	2	1					(M)(O) One may be inoperative provided: a) Hydraulic AC Motor Pump (ACMP) 1B and Hydraulic AC Motor Pump (ACMP) 2B are operated continuously during flight, b) All Hydraulic AC Motor Pumps (ACMP) are operative, c) Affected pump is mechanically removed and a blanking plate is installed, d) Both Integrated Drive Generators (IDG) are operative, and e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).  NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	A	2	1					(M)(O) One may be inoperative provided: a) Same side Hydraulic AC Motor Pump (ACMP) is operated continuously during flight, b) All Hydraulic AC Motor Pumps (ACMP) are operative, c) Affected pump is mechanically removed and a blanking plate is installed, d) Flexible hydraulic lines at the pylon quick-disconnects are disconnected, capped and stowed, and e) Repairs are made within one flight day.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 29-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
29 – <u>HYDRAULIC POWER</u>							
11-02	Hydraulic AC Motor Pumps (ACMP) (Systems 1 and 2) (600-2B19)						
	1) ACMP 1B	C	1	0		(M) May be inoperative provided:	
						a) All other hydraulic pumps are operative,	
						b) Affected pump is selected OFF,	
						c) Inboard Ground Spoiler Pair is operative,	
						d) Nosewheel Steering is operative, and	
						e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
	2) ACMP 2B	C	1	0		(M) One may be inoperative provided:	
						a) All other hydraulic pumps are operative,	
						b) Affected pump is selected OFF,	
						c) Outboard Ground Spoiler Pair is operative,	
						d) Nosewheel Steering is operative,	
						e) Both Thrust Reverser Systems are operative,	
						f) Inboard Anti-Skid (System) Channel is operative,	
						g) Take-off or landing is not conducted from a contaminated runway, and	
						h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
11-03	Hydraulic Heat Exchanger Cooling Fan	C	1	0		May be inoperative provided hydraulic temperature of #1 and #2 systems on the synoptic page is monitored not to exceed 96 degrees Celsius during ground operations.	
11-04	Hydraulic Switches "AUTO" Function (Hydraulic AC Motor Pumps)	C	3	0		All may be inoperative provided affected pumps are manually selected ON before each take-off and landing.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 29-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
				4.	REMARKS OR EXCEPTIONS
29 – <u>HYDRAULIC POWER</u>					
11-05	Hydraulic Accumulator Pressure Gauges (Systems 1, 2 and 3)	C	3	0	(M) All may be inoperative provided accumulator pre-charge pressure is checked using a suitable ground gauge each flight day.
11-06	Hydraulic Accumulators (Systems 1 and 2)	B	2	0	
11-08	Hydraulic Firewall SOVs (Systems 1 and 2)				
	1) 600-2B19	C	2	1	(M) May be inoperative provided: a) Affected Hydraulic Firewall SOV is deactivated, b) Flexible hydraulic lines at the pylon quick-disconnects are disconnected, capped and stowed, c) Same side Engine Driven Pump (EDP) is considered inoperative, and d) Engine Driven Pump (EDP) on the opposite side is operative.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	A	2	1	(M) May be inoperative provided: a) Affected Hydraulic Firewall SOV is deactivated, b) Same side Engine Driven Pump (EDP) is considered inoperative, c) Engine Driven Pump (EDP) on the opposite side is operative, and d) Repairs are made within one flight day.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 29-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
29 – <u>HYDRAULIC POWER</u>							
12-01	Hydraulic AC Motor Pump (ACMP) 3A						
	1) 600-2B19	B	1	0		(M)(O) May be inoperative provided:	
						a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight,	
						b) Both Integrated Drive Generators (IDG 1 and IDG 2) are operative,	
						c) All other hydraulic pumps are operative, and	
						d) Takeoff and landing performance is in accordance with the AFM Supplement (Flight with Landing Gear Down).	
						NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.	
	2) 600-2C10	A	1	0		(M)(O) May be inoperative provided:	
						a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight,	
						b) All other hydraulic pumps are operative, and	
						c) Repairs are made within one flight day.	
	3) 600-2D15, 600-2D24, 600-2E25	A	1	0		(M)(O) May be inoperative provided:	
						a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight,	
						b) All other hydraulic pumps are operative,	
						c) Cat II and Cat III operations are prohibited,	
						d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative), and	
						e) Repairs are made within one flight day,	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 29-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 – <u>HYDRAULIC POWER</u>							
31-01	EICAS Hydraulic Pressure Readouts (Systems 1, 2 and 3) (600-2B19, 600-2C10, 600-2D15, 600-2D24)	C	3	0		(O) All may be inoperative provided associated pressure switches are operative.	
32-01	EICAS Hydraulic Reservoir Quantity Readouts (Systems 1, 2 and 3)	C	3	0		(O) All may be inoperative provided quantity in associated reservoir(s) is checked on reservoir sight glass prior to each flight.	
34-01	Hydraulic Pump Low Pressure Switches (Systems 1, 2 and 3)	C	6	3		Three may be inoperative provided: a) At least one Low Pressure Switch is operative for each hydraulic system, b) Hydraulic AC Motor Pump(s) B of the associated system(s) is operated continuously throughout flight, and c) Associated Hydraulic Pressure and Quantity Readouts are monitored during flight.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 29-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
29 – <u>HYDRAULIC POWER</u>				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
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<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION					
12-01	Wing Anti-Ice Modulating and SOVs	C	2	0	(M) Both may be inoperative provided: a) Valves are secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.
	1) 600-2B19	C	2	1	(M) May be inoperative CLOSED provided: a) Valve is secured CLOSED, and b) 14th Stage ISOL Valve is operative and selected OPEN.
	2) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T11216)	C	2	1	(M)(O) May be inoperative CLOSED provided: a) Air Conditioning Pack on the affected side is operative and is operated continuously throughout flight, b) Wing Cross Bleed Valve is operative, c) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	3) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T11216), (600-2E25)	C	2	1	(M) May be inoperative CLOSED provided: a) Wing Cross Bleed Valve is operative, b) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION									
12-02	14th Stage ISOL Valve (600-2B19)	C	1	0				(M) May be inoperative OPEN provided:	
								a) Valve position indication is operative,	
								b) Both Ice Detection Systems are operative,	
								c) Both 14th Stage SOVs are operative, and	
								d) Both Wing Anti-Ice Modulating and SOVs are operative.	
12-03	Wing Anti-Ice System (600-2B19 with ModSum TC601R15010 or TC601R15059)	C	1	0				May be inoperative provided:	
								a) Operations are not conducted in known or forecast icing conditions, and	
								b) Both Ice Detection Systems are operative.	
	1) Normal Control (600-2B19 with or without ModSum TC601R15010 or TC601R15059)	C	1	0				(M)(O) May be inoperative provided:	
								a) Standby Control is verified operative prior to each flight,	
								b) Both Ice Detection Systems are operative, and	
								c) 14th Stage Isolation Valve is operative.	
	2) Standby Control (600-2B19 with or without ModSum TC601R15010 or TC601R15059)	C	1	0				(M) May be inoperative provided Normal Control is operative.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 14	<b>PAGE:</b> 30-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION							
12-04		Wing Anti-Ice Temperature Sensor Elements					
	1)	Inboard/ Outboard (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	8	0		May be inoperative provided: a) Wing Anti-Ice System is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.
	2)	Inboard					
	a)	(600-2C10, 600-2D15, 600-2D24 without ModSum 670T11216)	C	4	2		(O) Two elements in one sensor pair may be inoperative provided: a) Air Conditioning Pack on the affected side is operative and is operated continuously throughout flight, b) Wing Cross Bleed Valve is operative, c) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	b)	(600-2C10, 600-2D15, 600-2D24 with ModSum 670T11216), (600-2E25)	C	4	2		(O) Two elements in one sensor pair may be inoperative provided: a) Wing Cross Bleed Valve is operative, b) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	3)	Outboard (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	4	2		(O) One element per sensor pair may be inoperative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION							
12-05	Wing Cross Bleed Valve (Anti-Ice) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0		(M) May be inoperative CLOSED provided: a) Both Wing Anti-Ice Modulating SOVs are operative, b) Wing Cross Bleed Valve is secured closed, c) Operations are not conducted in known or forecast icing conditions, and d) Both Ice Detection Systems are operative.	
	1) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T11216)	C	1	0		(M)(O) May be inoperative OPEN provided: a) Wing Cross Bleed Valve is secured open, b) Air Conditioning Pack on the non-selected side is operative and is operated continuously throughout flight, and c) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
	2) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T11216, 600-2E25)	C	1	0		(M) May be inoperative OPEN provided: a) Wing Cross Bleed Valve is secured open, and b) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
12-06	Anti-Ice/Bleed Leak Detection Controller (AIRC) Channels (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1			

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION							
12-07		BLEED AIR 14th Stage ISOL "OPEN" Switch Light (light function only) (600-2B19)	C	1	0		
12-08		Outboard Low Heat Switches (600-2B19 with ModSum TC601R17364 or TC601R17494)	D	4	0		May be inoperative until required by FAR
			C	4	0		(O) May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both Ice Detection Systems are operative.
			C	4	2		(M) One switch per wing may be inoperative provided: a) Switch failed in closed state is deactivated, and b) Remaining switch is verified operative.
22-01		Engine Cowl Anti-Ice SOVs	C	2	1		(M) One may be inoperative provided: a) Valve is secured CLOSED, b) Both Ice Detection Systems are operative, c) Operations are not conducted in known or forecast icing conditions, and d) Operations are conducted in accordance with AFM Limitations.
22-02		Engine Cowl Anti-Ice Pressure Relief Valves (Blow-Off Valves) (600-2B19)	B	2	1		One may be inoperative OPEN provided: a) Both Ice Detection Systems are operative, b) Associated Thrust Reverser is operative, c) Associated Bleed Air 14th Stage SOV is operative, and d) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
			C	2	1		May be inoperative OPEN provided: a) Associated Engine Cowl Anti-Ice SOV is selected OFF, b) Both Ice Detection Systems are operative, and c) Operations are not conducted in known or forecast icing conditions.

## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	30-6

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION					
22-03	Cowl Anti-Ice Double Wall Duct Pressure Transducers (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	One may be inoperative provided: a) Associated Engine Cowl Anti-Ice SOV is selected OFF and considered inoperative, b) Both Ice Detection Systems are operative, and c) Operations are not conducted in known or forecast icing conditions.
31-01	Probe Heaters				
	1) Pitot / Static Probe Heaters	B	2	1	(M) Except where enroute operations require its use, one may be inoperative provided: a) Standby Pitot Head Heater is operative, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) Both Ice Detection Systems are operative, and e) Operations are conducted in day VMC only.
	2) Static Port Heaters	B	2	1	(M) Except where enroute operations require its use, one may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.
	3) Angle of Attack Vane Heaters	B	2	1	(M) One may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC.

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION					
31-01	Probe Heaters (cont'd)				
	4) TAT Probe Heater				
	a) 600-2B19	B	1	0	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.
	b) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	1	0	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, d) Operations are conducted in day VMC only, and e) Both engines T2 sensors and T2 heaters are operative.  (cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH
30 – ICE AND RAIN PROTECTION					4. REMARKS OR EXCEPTIONS
31-01	Probe Heaters (cont'd)				
	5) Base Heaters (600-2B19)	B	2	0	(M) Both may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.
	6) Standby Pitot Head Heater	B	1	0	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.
	7) Engine T2 Probe Heaters (600-2C10, 600-2D15, 600-2D24, 600-2E25)	B	2	1	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC conditions only.



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-9
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
30 – ICE AND RAIN PROTECTION							
31-02	Air Data Sensor Heater Controllers	B	3	2		(M) One may be inoperative provided:	
						a) Operations are not conducted in visible moisture (including standing water and slush) in any form,	
						b) Operations are not conducted in known or forecast icing conditions,	
						c) Both Ice Detection Systems are operative, and	
						d) Operations are conducted in day VMC only.	
41-01	Windshield and Side Window Anti-Ice Systems	C	4	3		(M) One may be inoperative provided:	
						a) Affected anti-ice controller is deactivated,	
						b) Operations are not conducted in known or forecast icing conditions, and	
						c) Pilot's (Left) Side window heating is operative.	
		C	4	2		(M) Two may be inoperative provided:	
						a) Affected anti-ice controllers are deactivated,	
						b) Operations are not conducted in known or forecast icing conditions,	
						c) Pilot's (Left) Side window heating is operative, and	
						d) Both Ice Detection Systems are operative.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION						
42-01	Windshield Wipers	C	2	0		May be inoperative provided: a) Position of the affected wiper blade is acceptable to the associated pilot, and b) Any function that operates normally may be used.
71-01	Aft Waste Service Panel Heater (600-2B19)	C	1	0		

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-11
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION							
71-02		Drain Mast Heater	C	-	0		(M) May be inoperative provided: a) Associated sink is not used, and b) Sink and/or coffee water supply is turned off.
71-03		Potable Water Freeze Protection Systems (600-2B19)					
	1)	Galley Water System Freeze Protection (excluding water tank heater)	C	1	0		(M) May be inoperative provided the galley water tank is drained.
	2)	Lavatory Water System Freeze Protection (excluding water tank heater)	C	1	0		(M) May be inoperative provided lavatory water tank is drained.
	3)	Galley Water Tank Heater	C	1	0		(M) May be inoperative provided: a) Heater is deactivated, and b) Galley water system is drained if ground operations below 0 degrees Celsius (32 degrees Fahrenheit) ambient will exceed 3 hours.
	4)	Lavatory Water Tank Heater	C	1	0		(M) May be inoperative provided: a) Heater is deactivated, and b) Lavatory water system is drained.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 30-12
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION							
81-01	Ice Detection Systems	C	2	1		(M) One may be inoperative provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.	
		A	2	0		(M) Both may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, b) Wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated, or when any ice build-up on the aircraft is observed, and c) Repairs are made within one flight day.	
		1) 600-2C10, 600-2D15, 600-2D24, 600-2E25	A	2	0	(M) Both may be inoperative provided: a) Operations are conducted during the day, b) Wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated, or when any ice build-up on the aircraft is observed, and c) Repairs are made within one flight day.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 31-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING SYSTEMS</u>					
14-01	Master Warning Switch Lights (Glareshield) (light function only)	C	2	1	
14-02	Master Caution Switch Lights (Glareshield) (light function only)	C	2	1	
21-01	Clocks	C	2	1	As required by regulations.
		A	2	0	(O) Both may be inoperative provided: a) Both pilot and co-pilot have ready access to a reliable timepiece which display seconds (a wristwatch is acceptable), b) Approach procedures do not require timing, c) FDR is considered inoperative, and d) Repairs are made within one flight day.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 31-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.		NUMBER INSTALLED	
ITEM					3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING SYSTEMS</u>						
31-01	Flight Data Recorder (FDR) System	C	-	-		Any in excess of those required by regulation may be inoperative.
		A	1	0		May be inoperative provided: <ul style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) operates normally,</li> <li>b) Aircraft is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> <li>1. The FDR failure occurs after pushback but prior to takeoff, or</li> <li>2. The FDR repair was attempted but was not successful.</li> </ol> </li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within three flight days.</li> </ul>
	1) FDR Recording Parameters required by regulations	A	-	-		May be inoperative provided: <ul style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) operates normally, and</li> <li>b) Repairs are made within 20 calendar days.</li> </ul>
	2) FDR Recording Parameters not required by regulations	A	-	-		May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 31-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING SYSTEMS</u>					
31-02	Quick Access Recorder (QAR) ***	D	1	0	
41-01	Data Concentrator Units (DCUs)				
	1) 600-2B19	C	-	2	(M) May be inoperative provided: a) Inoperative DCU is deactivated, b) Associated AUDIO WARNING DISABLE switch is selected, and c) Two separate audio warning channels are verified operative before each flight.  NOTE 1: In the event of a DCU1 failure both Master Warning and Master Caution lights will not test during the Lamp 1 test. NOTE 2: In the event of a DCU2 failure, Master Warning and Master Caution lights will not test during the Lamp 2 test.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	-	2	(M) May be inoperative provided: a) Inoperative DCU is deactivated, and b) Associated AUDIO WARNING DISABLE switch is selected.  NOTE 1: In the event of a DCU1 failure both Master Warning and Master Caution lights will not test during the Lamp 1 test. NOTE 2: In the event of a DCU2 failure, Master Warning and Master Caution lights will not test during the Lamp 2 test.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 31-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING SYSTEMS</u>					
41-02	EICAS Control Panel (ECP) Discrete Buttons a) ECS b) HYD c) ELEC d) FUEL e) F/CTL f) A/ICE g) DOORS h) SEL i) MENU j) UP k) DN	B	1	0	Each may be inoperative provided PRIM, STAT, CAS and STEP buttons are verified operative.
41-03	Lamp Driver Unit Channels	C	2	1	(M) One channel may be inoperative provided: a) Affected channel is deactivated, and b) Remaining channel is tested operative.
41-04	Data Concentration Units (DCU) Fans	C	-	0	
41-05	AUDIO WARNING DCU Switch Guards	C	-	1	May be inoperative provided DCU associated with operative switch guard is operative.
61-01	EICAS Display Units (ED #1 or ED #2)	B	2	1	



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 32-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
32 – <u>LANDING GEAR</u>					
30-01	Landing Gear Retraction System				
	1) 600-2B19	A	1	0	(M) May be inoperative provided: a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Operations are not conducted in known or forecast icing conditions, c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, d) In-flight performance information given in Flight Planning and Cruise Control Manual is used, e) Extended overwater operations are prohibited, f) Both headsets are worn, g) Flight Compartment and Cabin Interphone Systems are operative, h) Both Flap Electronic Control Unit Channels are operative, i) Both Flap Power Drive Unit Motors are operative, j) Cat II and Cat III operations are prohibited, and k) Repairs are made within one flight day.
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 32-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
32 – <u>LANDING GEAR</u>					
30-01	Landing Gear Retraction System (cont'd)				
	2) 600-2C10 600-2D15, 600-2D24, 600-2E25	A	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down),</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight,</li> <li>d) Inflight performance information given in the Flight Planning and Cruise Control Manual (FPCCM) or the Computerized In-Flight Performance (CIFP) is used,</li> <li>e) Extended over water operations are prohibited,</li> <li>f) Both headsets are worn,</li> <li>g) Flight Compartment and Cabin Interphone systems are operative,</li> <li>h) Both Flap Channels of the Slat Flap Electronic Control Unit are operative,</li> <li>i) Both Flap Power Drive Unit Motors are operative,</li> <li>j) Both Slat Channels of the Slat Flap Electronic Control Unit are operative,</li> <li>k) Both Slat Power Drive Unit Motors are operative,</li> <li>l) Cat II and Cat III A operations are prohibited, and</li> <li>m) Repairs are made within one flight day.</li> </ul>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 32-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 – <u>LANDING GEAR</u>							
31-01	Landing Gear Selector Handle Anti-Retracton Mechanism	C	1	0		(M) May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative.	
40-01	Tire Pressure Indicator *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	6	0		(M)	
42-01	Nose Wheel Spin Down Straps (600-2C10, 600-2D15, 600-2D24)	C	2	0		(M) May be inoperative provided: a) Straps are removed, and b) Nose wheel tires are visually checked for damage.	
43-01	Brake Accumulator Pressure Gauges	C	2	0		(M) Both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge each flight day.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 32-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.		NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
					4.	REMARKS OR EXCEPTIONS
32 – <u>LANDING GEAR</u>						
44-01	Anti-Skid System Channels					
1)	600-2B19, 600-2C10	B	2	1	(M)(O) Either the inboard or outboard channel may be inoperative provided: a) Nosewheel Steering is operative, b) Both pairs of Ground Spoilers are operative, c) Both Thrust Reversers are operative, d) Both inboard and outboard wheel brakes are verified operative, e) Both EICAS Brake Temperature Monitoring Readouts associated with the operative anti-skid channel are operative, f) Reduced thrust take-off operations are prohibited, g) Take-off or landing is not conducted from a contaminated runway, and h) Operations are conducted in accordance with AFM Supplement (Operations with Anti-Skid Inoperative).	
(cont'd)						

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 32-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
32 – <u>LANDING GEAR</u>							
44-01	Anti-Skid System Channels (cont'd)						
	2) 600-2D15, 600-2D24, 600-2E25	B	2	1			(M)(O) Either the inboard or outboard channel may be inoperative provided: a) Nosewheel Steering is operative, b) Both pairs of Ground Spoilers are operative, c) Both Thrust Reversers are operative, d) Both inboard and outboard wheel brakes are verified operative, e) Both EICAS Brake Temperature Monitoring Readouts associated with the operative anti-skid channel are operative, f) Reduced thrust take-off operations are prohibited, g) Take-off is not conducted from a wet runway, h) Take-off or landing is not conducted from a contaminated runway, and i) Operations are conducted in accordance with AFM Supplement (Operations with Anti-Skid Inoperative).
45-01	Parking Brake Handle Locking Positions (clockwise and counter-clockwise)	B	2	1			(O) May be inoperative provided: a) Parking brake system is verified operative, b) Remaining locking position is verified operative before each flight, and c) Inoperative locking position is legibly placarded.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 32-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 – <u>LANDING GEAR</u>							
46-01	EICAS Brake Temperature Monitoring Readouts	B	4	0		(O) May be inoperative for indication “----” provided: a) AFM quick turn-around landing weight charts are used, and b) Minimum brake cooling times (AFM Performance) are observed.	
		C	4	2		One per each side may be inoperative for indication “----”.	
		C	4	0		(M)(O) May be inoperative for inaccurate indication provided: a) Affected sensor is deactivated, b) AFM quick turn-around landing weight charts are used, and c) Minimum brake cooling times (AFM Performance) are observed.	
		C	4	2		(M) One per each side may be inoperative for inaccurate indication provided affected sensor is deactivated.	
46-02	A/SKID Sub-system (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0		(M)(O) May be inoperative as indicated by “A/SKID FAULT” status message on EICAS.	
47-01	EICAS Brake Pressure Readouts	C	2	0		(M) Both may be inoperative provided: a) Brake accumulator(s) nitrogen pressure is verified prior to the first flight of the day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of the day, and c) EICAS Hydraulic Pressure Readouts are operative.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 32-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
32 – <u>LANDING GEAR</u>					
50-01	Nosewheel Steering				
	1) 600-2B19	A	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Solenoid selector valve is not failed OPEN,</li> <li>b) Landing gear selector valve is verified operative,</li> <li>c) Nosewheel steering system is selected OFF,</li> <li>d) Take-off or landing is not conducted from a contaminated runway,</li> <li>e) Aircraft is towed from ramp/gate to initial taxiway and from final taxiway to ramp/gate,</li> <li>f) Flight/Ground Spoiler Systems are operative,</li> <li>g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems inoperative), and</li> <li>h) Repairs are made after one flight.</li> </ul> NOTE: Asymmetric brakes rather than asymmetric thrust should be used to maintain directional control as required at low speed end of the roll.

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 32-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
32 – <u>LANDING GEAR</u>						REMARKS OR EXCEPTIONS	
50-01	Nosewheel Steering (cont'd)						
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	A	1	0		(M) May be inoperative provided:	
						a) Solenoid selector valve is not failed OPEN,	
						b) Landing gear selector valve is verified operative,	
						c) Nosewheel steering system is selected OFF,	
						d) Take-off or landing on contaminated runway is prohibited,	
						e) Aircraft is towed from ramp/gate to initial taxiway and from final taxiway to ramp/gate,	
						f) Both pairs of Ground Spoilers are operative,	
						g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems inoperative), and	
						h) Repairs are made after one flight.	
						NOTE: Asymmetric brakes rather than asymmetric thrust should be used to maintain directional control as required at low speed end of the roll.	
60-01	Proximity Sensing System (600-2C10, 600-2D15, 600-2D24, 600-2E25 with Modsum 670T31999)	C	1	1		System redundancy may be degraded as indicated by "PROX SYS FAULT 2" status message.	



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 – LIGHTS							
11-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems (excluding EFIS)	C	-	-	-		Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew members eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
		D	-	0	0		May be inoperative provided: a) Aircraft is not operated at night, and b) Lighting configuration and intensity is acceptable to the flight crew.
13-01	Cockpit Dome Lights						
1)	600-2B19	C	1	0	0		
2)	600-2C10, 600-2D15, 600-2D24, 600-2E25	C	3	0	0		

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
33 – <u>LIGHTS</u>					
21-01	Cabin Interior Lights				
	1) 600-2B19				
	a) A/c without ModSum TC601R101452, or TC601R101462, or TC601R101520	C	-	-	May be inoperative provided: a) Sufficient lighting is operative for cabin crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to the flight crew.
	b) A/c with or without ModSum TC601R101576 and either ModSum TC601R101452, or TC601R101462, or TC601R101520	C	-	-	(O) Up to 25% of galley light individual lamps, up to 25% of sidewall downwash lights and up to 25% of ceiling lights may be inoperative provided: a) No more than two adjacent and no opposite ceiling lights may be inoperative, b) No more than two adjacent and no opposite sidewall downwash lights may be inoperative, c) Cabin interior light brightness control is operative or failed in a bright state, d) Sufficient lighting is operative for cabin crew to perform required duties, e) Lighting configuration at dispatch is acceptable to the flight crew, and f) Procedures for charging the Photoluminescent Floor Proximity Emergency Escape Path Marking System before the first flight of the day are observed.
(cont'd)					

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.		NUMBER INSTALLED	
					3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
33 – LIGHTS						
21-01	Cabin Interior Lights (cont'd)					
	1) 600-2B19 (cont'd)					
	c) A/c with ModSum TC601R101576 with either ModSum TC601R101452, TC601R101462, or TC601R101520	C	-	-	(O) Up to 25% of galley light individual lamps, up to 25% of sidewall downwash lights may be inoperative provided: a) All ceiling lights are operative, b) No more than two adjacent and no opposite sidewall downwash lights may be inoperative, c) Cabin interior light brightness control is operative or failed in a bright state, d) Sufficient lighting is operative for cabin crew to perform required duties, e) Lighting configuration at dispatch is acceptable to the flight crew, and f) Procedures for charging the Photoluminescent Floor Proximity Emergency Escape Path Marking System before the first flight of the day are observed.	
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25					
	a) A/c with Fluorescent Lights	C	-	-	All sidewall downwash lights and up to 50% of ceiling lights may be inoperative provided: a) No more than two adjacent and no opposite ceiling lights may be inoperative, b) Cabin interior light brightness control is operative or failed in a bright state, c) Sufficient lighting is operative for cabin crew to perform required duties, and d) Lighting configuration at dispatch is acceptable to the flight crew.	
(cont'd)						

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 – LIGHTS							
21-01	Cabin Interior Lights (cont'd)						
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25						
	b) A/c with LED Lights	C	-	-			(O) Up to 50% of total length of ceiling upwash lights and up to 50% of sidewall downwash lights may be inoperative provided: a) Inoperative lighting configuration is verified acceptable, b) Brightest state of cabin interior light brightness control is available, c) Sufficient lighting is operative for cabin crew to perform required duties, and d) Lighting configuration at dispatch is acceptable to the flight crew.
21-02	Stair Lights	D	3	0			
23-01	Boarding Lights (600-2B19)	D	-	0			
23-02	Entrance Lights (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	3	0			May be inoperative provided sufficient lighting for cabin crew is available to perform required duties.
24-01	Passenger Notice System (No Smoking / Fasten Seat Belts)	C	1	0			(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts are to be fastened and smoking is prohibited.
	1) Automatic function	C	1	0			(O) May be inoperative provided: a) Manual control function is verified operative, and b) Alternate procedures are established and used.

(cont'd)

## MASTER MINIMUM EQUIPMENT LIST

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
		ITEM	3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS OR EXCEPTIONS			
33 – <u>LIGHTS</u>						
24-01	Passenger Notice System (No Smoking / Fasten Seat Belts) (cont'd)					
	2) No Smoking/ Fasten Seat Belt Signs	C	-	0	(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts are to be fastened and smoking is prohibited.	
		C	-	-	(O) One or more may be inoperative provided passenger or flight attendant seats from which a sign is illegible or missing shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".	
31-01	Service Lights	D	-	0		
32-01	Maintenance Lights	D	-	0		
41-01	Landing Lights					
	1) 600-2B19	C	4	3		
		C	4	2	Two may be inoperative provided: a) Both Taxi/Recognition Lights are operative, and b) Taxi/Recognition Lights are switched OFF whenever airplane is stationary in excess of 10 minutes.	
		C	4	0	All may be inoperative provided aircraft is not operated at night.	
(cont'd)						

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
33 – <u>LIGHTS</u>					
41-01	Landing Lights (cont'd)				
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25				
	a) Nose Light	C	1	0	May be inoperative provided: a) Both Wing Landing Lights are operative, and b) Both Taxi/Recognition Lights are operative.
		C	1	0	May be inoperative provided aircraft is not operated at night.
	b) Wing Lights	C	2	1	One may be inoperative provided the associated Taxi/Recognition Light is operative.
		C	2	0	Both may be inoperative provided aircraft is not operated at night.
41-02	Taxi/Recognition Lights	C	2	0	Both may be inoperative provided aircraft is not operated at night.
	1) 600-2B19	C	2	0	Both may be inoperative provided two Landing Lights are operative.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	2	0	Both may be inoperative provided all Landing Lights are operative
41-03	Pulsating Landing Lights System *** (600-2B19)	D	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Landing Light System is verified operative.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
33 – <u>LIGHTS</u>					
42-01	Navigation Lights				
	1) Wing Tip Position Light Bulbs	C	4	2	One light bulb may be inoperative at each wing tip.
		C	4	0	All may be inoperative provided aircraft is not operated at night.
	2) Aft Position Light Bulbs	C	2	1	
		C	2	0	Both may be inoperative provided aircraft is not operated at night.
43-01	Wing Inspection Lights	C	2	0	Both may be inoperative provided: a) Ground de-icing procedures do not require their use, and b) A portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
		C	2	0	Both may be inoperative provided aircraft is not operated at night.
44-01	High Intensity Anti-Collision Strobe Lights	C	3	0	May be inoperative provided aircraft is not operated at night.
44-02	Low Intensity Red Beacon Lights	B	2	1	Bottom light may be inoperative.
45-01	Sterile Light System ***	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
46-01	Tail Flood Lights (Logo Lights) ***	D	2	0	

## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b>	18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b>	07/09/2012	33-8

SYSTEM & SEQUENCE NUMBERS		1.	2.		NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
					4.	REMARKS OR EXCEPTIONS
33 – <u>LIGHTS</u>						
51-01	Cabin Emergency Lights	A	-	0		(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Assigned aircraft crew are the only occupants of the aircraft,</li> <li>b) No crew occupies area of affected lights,</li> <li>c) Alternate procedures are established and used, and</li> <li>d) Repairs are made within one flight.</li> </ul>
	1) 600-2B19					
	a) Ceiling Level Emergency Floodlights	C	4	2		Two ceiling floodlights may be inoperative provided they are not adjacent to each other.
	b) Floor Level Emergency Floodlights A/c without ModSum TC601R101462, or TC601R101470, or TC601R101520	C	2	2		Three out of five light bulbs within each floor floodlight may be inoperative.
	c) Floor Level Emergency Floodlights A/c with ModSum TC601R101462, or TC601R101470, or TC601R101520	C	1	1		Three out of five bulbs within each floodlight may be inoperative.

(cont'd)



## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	33-9

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
33 – LIGHTS							
51-01	Cabin Emergency Lights (cont'd)						
1)	600-2B19 (cont'd)						
d)	Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3		Each exit sign may have 50% of its internal lights inoperative, except that both tip lights in exit sign must be operative.	
e)	Lighted Exit Signs	C	4	4		Each exit sign may have 50% of it's internal lights inoperative.	
f)	Floor Level Lighted Exit Signs A/c with ModSum TC601R101462, or TC601R101470, or TC601R101520	C	4	4		Three out of five bulbs within each sign may be inoperative.	
							(cont'd)

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
33 – <u>LIGHTS</u>					
51-01	Cabin Emergency Lights (cont'd)				
	1) 600-2B19 (cont'd)				
	g) Electrolumi- nescent Floor Proximity Emergency Escape Path Marking System A/c without ModSum TC601R101462, or TC601R101452, or TC601R101520	C	1	1	Up to 50% of the individual floor- mounted lighting strips may be inoperative provided they are not adjacent to each other. Strips with orange overlays at the Service Door must be operative.
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-11
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
33 – <u>LIGHTS</u>					
51-01	Cabin Emergency Lights (cont'd)				
	1) 600-2B19 (cont'd)				
	h) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape *** A/c with ModSum TC601R101462, or TC601R101452, or TC601R101520	C	1	1	May be damaged or segment(s) missing provided: a) Length of the affected section(s) does not exceed 8 in. (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Aft cabin cross-aisle section is not affected, e) Interval between affected sections on the same side is not less than 128 in. (326 cm.), f) Interval between affected sections on the opposite side is not less than 60 in. (153 cm.), and g) Maximum total length of the affected sections on both sides does not exceed 48 in. (120 cm).  NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).  (cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-12
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
33 – LIGHTS							
51-01	Cabin Emergency Lights (cont'd)						
	2) 600-2C10						
	a) Ceiling Level Emergency Floodlights	C	-	-		Two lights may be inoperative provided they are not adjacent to each other.	
	b) Floor Level Emergency Floodlights	C	2	0			
	c) Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3		Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.	
	d) Lighted Exit Signs	C	4	4		Each exit sign may have 50% of its internal lights inoperative.	
	e) Floor Level Lighted Exit Signs	C	4	4		Each floor proximity exit sign may have 50% of its internal lights inoperative.	
						(cont'd)	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-13
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
33 – <u>LIGHTS</u>	Cabin Emergency Lights (cont'd) 2) 600-2C10 (cont'd) f) Photolumines- cent Floor Proximity Emergency Escape Path Marking System Strip/Tape	C	1	1	4. REMARKS OR EXCEPTIONS
					<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> <li>a) Length of the affected section(s) does not exceed 8 in. (20 cm),</li> <li>b) Affected section(s) is not attached to the overwing exit marker cross sections,</li> <li>c) Overwing exit marker cross sections are not affected,</li> <li>d) Interval between affected sections on the same side is not less than 128 in. (326 cm.),</li> <li>e) Interval between affected sections on the opposite side is not less than 60 in. (153 cm.), and</li> <li>f) Maximum total length of the affected sections on both sides does not exceed 72 in. (180 cm).</li> </ul> <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p> <p style="text-align: right;">(cont'd)</p>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-14
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM				NUMBER REQUIRED FOR DISPATCH			REMARKS OR EXCEPTIONS
33 – LIGHTS							
51-01	Cabin Emergency Lights (cont'd)						
	3) 600-2D15, 600-2D24						
	a) Ceiling Level Emergency Flood Lights	C	8	5			Three lights may be inoperative provided they are not adjacent to each other.
	b) Floor Level Emergency Floodlights	C	2	0			
	c) Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3			Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.
	d) Lighted Exit Signs	C	6	6			Each exit sign may have 50% of its internal lights inoperative.
	e) Floor Level Lighted Exit Signs	C	6	6			Each floor proximity exit sign may have 50% of its internal lights inoperative.
							(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-15
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
33 – <u>LIGHTS</u>					
51-01	Cabin Emergency Lights (cont'd)				
	3) 600-2D15, 600-2D24 (cont'd)				
	f) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape	C	1	1	<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> <li>a) Length of the affected section(s) does not exceed 8 in. (20 cm),</li> <li>b) Affected section(s) is not attached to the overwing exit marker cross sections,</li> <li>c) Overwing exit marker cross sections are not affected,</li> <li>d) Interval between affected sections on the same side is not less than 128 in. (326 cm.),</li> <li>e) Interval between affected sections on the opposite side is not less than 60 in. (153 cm.), and</li> <li>f) Maximum total length of the affected sections on both sides does not exceed 88 in. (220 cm).</li> </ul> <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p> <p style="text-align: right;">(cont'd)</p>

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-16
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM				NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS	
33 – LIGHTS							
51-01	Cabin Emergency Lights (cont'd)						
	4) 600-2E25						
	a) Ceiling Level Emergency Floodlights	C	-	-		Up to five lights may be inoperative provided they are not adjacent to each other.	
	b) Floor Level Emergency Floodlights	C	2	0			
	c) Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3		Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.	
	d) Lighted Exit Signs	C	-	-		Each exit sign may have 50% of its internal LED lights inoperative.	
	e) Floor Level Lighted Exit Signs	C	6	6		Each floor proximity exit sign may have 50% of its internal LED lights inoperative.	
						(cont'd)	



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-17
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
33 – <u>LIGHTS</u>					
51-01	Cabin Emergency Lights (cont'd)				
	4) 600-2E25 (cont'd)				
	f) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape	C	1	1	May be damaged or segment(s) missing provided: a) Length of the affected section(s) does not exceed 8 in. (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Interval between affected sections on the same side is not less than 128 in. (326 cm), e) Interval between affected sections on the opposite sides is not less than 60 in. (153 cm), and f) Maximum total length of the affected sections on both sides does not exceed 88 in. (220 cm).  NOTE: For the purpose of this item, the term “damaged” implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 33-18
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
33 – LIGHTS							REMARKS OR EXCEPTIONS
51-02	Exterior Emergency Lights	C	-	0			All may be inoperative provided aircraft is not operated at night.
		A	-	0			(O) May be inoperative provided: a) Assigned aircraft crew are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.
	1) 600-2B19	C	8	6			One of two rearward overwing lights on each side of the aircraft may be inoperative.
	2) 600-2D15, 600-2D24, 600-2E25	C	8	6			The forward overwing emergency light on each side of the aircraft may be inoperative.
51-03	Emergency Lights "OFF" Light (light function only) (600-2B19)	C	1	0			

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
34 – <u>NAVIGATION</u>							
12-01	Integrated Standby Instruments (ISI) (600-2B19***, 600-2C10, 600-2D15, 600-2D24, 600-2E25)						
	1) NAV Function	C	1	0			
	2) Attitude Function	B	1	0			May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast VFR- on-Top conditions, and c) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS.
14-01	Altitude Alerting System	A	-	0			(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, i.e. RVSM, do not require its use, c) Aircraft does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three flight days.
		C	-	1			
	1) Aural Alert	C	-	0			May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
	2) Visual Alert	C	-	0			May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
21-01	Attitude Heading Reference System (AHRS) Fans	C	2	0			

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
34 – NAVIGATION							
22-01	Non-stabilized Magnetic Compass (Standby Compass)	B	1	0		(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Operations are conducted with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		B	1	0		(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate and used in conjunction with approved Free Gyro Navigation Techniques.	
23-01	Standby Attitude Indicator (600-2B19)	B	1	0		May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
34 – <u>NAVIGATION</u>							
25-01	Source Select Panel Switches						
	1) ATTD/HDG, DSPL CONT	C	2	0			Both may be inoperative provided: a) PFD/MFD are not selected to a common source, b) Standby Attitude Indicator/ISI Attitude function is operative, and c) Standby Magnetic Compass Indicator is operative.
	2) AIR DATA	C	1	0			Except where enroute operations require its use, may be inoperative.
30-01	Microwave Landing System (MLS) Receiver (600-2B19)	D	-	0			As required by regulations.
32-01	Head-up Guidance System ***	D	1	0			(M) May be inoperative provided approach procedures are not dependent on its use.
41-01	Weather Radar System	C	1	-			As required by regulations.
41-02	Weather Radar Control Panels	C	-	1			
		C	-	-			As required by regulations.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
34 – NAVIGATION						REMARKS OR EXCEPTIONS	
42-01	Ground Proximity Warning System	A	-	0		(O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within two flight days.	
	1) Modes 1 – 4 (Terrain Avoidance)	A	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
	2) Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
	3) Glideslope Deviation (Mode 5)	B	1	0			
	4) Advisory Callouts (Mode 6)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.	
							(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM						
34 – NAVIGATION						
42-01	Ground Proximity Warning System (cont'd)					
	5) Windshear Mode (Mode 7)					
	a) 600-2B19 (a/c without ModSum TC601R15984 and without ModSum TC601R17138)	C	1	0	(M)(O) May be inoperative provided:	a) Alternate procedures are established and used, b) Flap position transmitters are verified operative, and c) Takeoffs and landings are not conducted in known or forecast windshear conditions.
	b) 600-2B19 (a/c with ModSum TC601R15984 or TC601R17138) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	(O) May be inoperative provided:	a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
	6) TAWS (EGPWS) ***	C	-	0		
42-02	GRND PROX TERRAIN Switch Guard ***	C	1	0		
42-03	GRND PROX FLAP Switch Guard ***	C	1	0		May be inoperative provided the switch is verified pressed out or not illuminated prior to each departure and approach.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
34 – NAVIGATION							
43-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0			(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0			(M)(O) May be inoperative provided: a) Not required by regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems(s)	C	2	1			May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
2)	Resolution Advisory (RA) Display System(s)	C	2	1			May be inoperative on non-flying pilot side.
		C	-	0			(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
3)	Traffic Alert (TA) Display System(s)	C	-	0			(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATCH	
				4.	REMARKS OR EXCEPTIONS
34 – NAVIGATION					
44-01	Radio Altimeter				
	1) 600-2B19	C	-	1	(M) May be inoperative provided approach minimums are not dependent on its use.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	-	1	(M) May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Spoiler/Stabilizer Subsystem of SSCS is considered inoperative.
NOTE: "SPLR/STAB FAULT" status message will be displayed on EICAS.					
44-02	Radio Altimeter Test Switches				
	1) Single Radio Altimeter Installation	C	2	1	One may be inoperative provided RAD ALT test function on the operative side is performed prior to each flight.
	2) Dual Radio Altimeter Installation ***	C	2	1	One may be inoperative provided: a) RAD ALT test function on the operative side is performed prior to each flight, and b) Associated Radio Altimeter with the operative test switch is operative.
45-01	IRS Fan *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
34 – NAVIGATION					
50-01	Long Range Navigation Systems				
	1) INS/IRS (Navigation Function only)	C	-	0	(O) May be inoperative provided: a) Procedures do not require its use, b) Affected IRS Navigation Function is disabled through FMS, and c) For any IRS is in ATT mode, the associated Flight Director Modes are considered inoperative.
	2) LORAN, GPS, etc.	C	-	-	As required by regulations.
51-01	Marker Beacon Systems	C	2	0	May be inoperative provided approach procedures do not require its use.
51-02	VHF Navigation Systems (VOR/ILS)	C	2	-	As required by regulations.
52-01	Automatic Direction Finding (ADF) System	C	-	-	As required by regulations.
53-01	Distance Measuring Equipment Systems (DME)	C	2	-	As required by regulations.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-9
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 – <u>NAVIGATION</u>							
54-01	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0			May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1			Any in excess of those required by regulations may be inoperative.
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by regulations	A	-	0			May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
61-01	Flight Management Systems (600-2B19, 600-2C10, 600-2D15, 600-2D24 ***), (600-2E25)	C	-	-			(O) Except where enroute operations require its use, all may be inoperative provided: a) Alternate procedures are established and used, b) Alternate means for initializing IRS is available for IRS equipped aircraft, and c) Both RTUs are operative.
	1) Navigation Databases	C	-	-			(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
61-02	FMS/MDC Data Loader ***	D	1	0			

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 34-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
34 – <u>NAVIGATION</u>				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
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<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 35-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 – <u>OXYGEN</u>							
10-01	Observer's Oxygen System	A	1	0			May be inoperative provided: a) Observer's Seat is considered inoperative, and b) Repairs are made within two flight days.
10-02	"OXY LO PRESS" Caution Message	A	1	1			(O) May be displayed provided: a) Oxygen pressure is checked to be above minimum required oxygen pressure before each flight, b) EICAS Crew Oxygen Pressure Readout is operative, c) Crew oxygen pressure is monitored during flight, and d) Repairs are made within one flight day.
11-02	Oxygen Pressure Switch (600-2C10, 600-2D15, 600-2D24, 600-2E25)	B	1	0			(M) May be inoperative provided: a) Oxygen cylinder pre-charged pressure is checked prior to each flight, b) Oxygen cylinder control valve is verified OPEN prior to each flight, and c) Pilot and Copilot Masks are verified operative prior to each flight.
12-01	Flight Crew Oxygen Pressure Indications						
	1) EICAS Readout	C	1	0			(M)(O) May be inoperative provided Ground Service Panel Pressure Gauge or Bottle Pressure Gauge is operative and checked prior to each flight.
	2) Ground Service Panel Pressure Gauge	C	1	0			May be inoperative provided EICAS Readout is operative and checked prior to each flight.
		C	1	0			(M) May be inoperative provided Bottle Pressure Gauge is operative and checked prior to each flight.
	3) Bottle Pressure Gauge	C	1	0			
12-02	High Pressure Discharge Indicator	C	1	0			(O) May be damaged or missing provided: a) At least two pressure indications are verified operative after failure occurrence, and b) Crew oxygen bottle pressure is checked within limits before each flight.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 35-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH REMARKS OR EXCEPTIONS
35 – OXYGEN							
20-01	Passenger Oxygen System	B	1	0			(O) May be inoperative provided: a) All components of cabin pressurization warning and indicating systems are operative, b) Operations are conducted so that minimum enroute altitude is at or below 14,000 feet MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen units are provided for all crew members and for 10 percent of the passengers for half an hour (supplemental oxygen), e) Operational procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and f) Both Air Conditioning Packs are verified operative.
		B	1	0			May be inoperative provided flight is conducted at or below 10,000 feet MSL.
	1) Automatic Deployment	C	1	0			(M) May be inoperative provided: a) Manual deployment is operative, and b) Operations are conducted at or below FL 300.
	2) Passenger Service Units (PSU)	C	-	0			(M)(O) Individual PSUs may be inoperative with no flight altitude restriction provided: a) Associated seats are blocked and placarded to prevent occupancy, b) PSUs for flight attendant locations operate normally, and c) If two or more inoperative PSUs are adjacent (forward and aft, left and right), seat rows forward and aft of the inoperative PSUs are blocked and placarded to prevent occupancy.
20-02	Passenger Oxygen (Masks Deployed) "ON" Light	C	1	0			

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 35-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
35 – <u>OXYGEN</u>							
20-03	Lavatory Passenger Oxygen System	C	-	0			(O) May be inoperative provided: a) Lavatory is not used for any purpose, and b) Lavatory door is locked and placarded "INOPERATIVE DO NOT ENTER"
		C	-	0			(O) May be inoperative provided flight is conducted at or below FL250.  NOTE: These provisos are not intended to preclude lavatory inspections by a crew member.
31-01	Portable Oxygen Dispensing Units	C	-	-			Any in excess of those required by regulations may be inoperative provided: a) Inoperative unit is removed from passenger cabin, and b) Required distribution is maintained.
31-02	Protective Breathing Equipment	D	-	-			Any in excess of those required by regulations may be inoperative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 35-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED
35 – <u>OXYGEN</u>				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
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U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
36 – <u>PNEUMATIC</u>							
11-02	Pressure Regulating SOV (PRSOV)						
	1) 600-2C10	C	2	1		(M)(O) May be inoperative provided:	
						a) Associated PRSOV is secured CLOSED,	
						b) Opposite HPV is operative,	
						c) Opposite Engine Cowl Anti- Ice SOV is operative,	
						d) APU is operative,	
						e) APU Load Control Valve is operative,	
						f) Operations are conducted at or below FL 310,	
						g) Operations are not conducted in known or forecast icing conditions, and	
						h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
	2) 600-2D15, 600-2D24	C	2	1		(M)(O) May be inoperative provided:	
						a) Associated PRSOV is secured CLOSED,	
						b) Opposite HPV is operative,	
						c) Opposite Engine Cowl Anti- Ice SOV is operative,	
						d) APU is operative,	
						e) APU Load Control Valve is operative,	
						f) Operations are conducted at or below FL 250,	
						g) Operations are not conducted in known or forecast icing conditions, and	
						h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
	3) 600-2E25	C	2	1		(M)(O) May be inoperative provided:	
						a) Associated PRSOV is secured CLOSED,	
						b) Opposite HPV is operative,	
						c) Opposite Engine Cowl Anti-Ice SOV is operative,	
						d) Operations are conducted at or below FL 250,	
						e) Ground operation for Air Conditioning is conducted using APU bleed,	
						f) Operations are not conducted in known or forecast icing conditions, and	
						g) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative).	

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
36 – PNEUMATIC							
11-03	High Pressure Valve (HPV)						
1)	600-2C10	C	2	1		(M)(O) May be inoperative provided:	
						a) Associated HPV is secured CLOSED,	
						b) Opposite Engine Cowl Anti- Ice SOV is operative,	
						c) APU is operative,	
						d) APU Load Control Valve is operative,	
						e) Operations are conducted at or below FL310,	
						f) Operations are not conducted in known or forecast icing conditions, and	
						g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
2)	600-2D15, 600-2D24	C	2	1		(M)(O) May be inoperative provided:	
						a) Associated HPV is secured CLOSED,	
						b) Opposite Engine Cowl Anti- Ice SOV is operative,	
						c) APU is operative,	
						d) APU Load Control Valve is operative,	
						e) Operations are conducted at or below FL 250,	
						f) Operations are not conducted in known or forecast icing conditions, and	
						g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
3)	600-2E25	C	2	1		(M)(O) May be inoperative provided:	
						a) Associated HPV is secured CLOSED,	
						b) Opposite Engine Cowl Anti-Ice SOV is operative,	
						c) Operations are conducted at or below FL 250,	
						d) Ground operation for Air Conditioning is conducted using APU bleed,	
						e) Operations are not conducted in known or forecast icing conditions, and	
						f) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative).	

## MASTER MINIMUM EQUIPMENT LIST

SYSTEM & SEQUENCE NUMBERS			1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
36 – <u>PNEUMATIC</u>								
11-04	Pack Inlet Pressure Sensors (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0				
12-01	Bleed Air L/R 14th Stage SOVs (600-2B19)	C	2	1	(M)	One may be inoperative provided:		
					a)	Affected valve is secured CLOSED,		
					b)	Both Ice Detection Systems are operative,		
					c)	Associated Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position,		
					d)	Operations are not conducted in known or forecast icing conditions, and		
					e)	Operations are conducted in accordance with AFM performance data for one Thrust Reverser inoperative.		
12-02	Bleed Air ISOL Valve (Cross-Bleed Valve)							
	1) 600-2C10	C	1	0	(M)(O)	May be inoperative OPEN provided:		
					a)	ISOL valve is secured OPEN,		
					b)	Bleed source selector switch is selected either to L ENG or R ENG,		
					c)	Bleed valves selector switch is selected to MANUAL,		
					d)	PRSOV and HPV on selected side are operative,		
					e)	Operations are conducted at or below FL310,		
					f)	Operations are not conducted in known or forecast icing conditions, and		
					g)	Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).		

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
36 – PNEUMATIC							
12-02	Bleed Air ISOL Valve (Cross-Bleed Valve) (cont'd)						
	2) 600-2D15, 600-2D24	C	1	0			(M)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed source selector switch is selected either to L ENG or R ENG, c) Bleed valves selector switch is selected to MANUAL, d) PRSOV and HPV on selected side are operative, e) Operations are conducted at or below FL 250, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
	3) 600-2E25	C	1	0			(M)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed valves selector switch is selected to MANUAL, c) PRSOV and HPV on selected side are operative, d) Operations are conducted at or below FL 250, e) Ground operation for Air Conditioning is conducted using APU, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative).

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 – PNEUMATIC							
21-01	Bleed Air Leak Detection System (600-2B19)						
	1) 10th Stage Sensing Loops (A & B)	C	2	1		(O) Either loop A or B may be inoperative provided neither loop is failed OPEN.	
	2) 14th Stage Sensing Loops	C	2	1		(M) May be inoperative provided affected Bleed Air 14th Stage SOV is considered inoperative.	
	3) Anti-Ice Sensing Loop	C	1	0		(M) May be inoperative provided: a) Wing ANTI-ICE switch is selected OFF, b) Both Ice Detection Systems are operative, and c) Operations are not conducted in known or forecast icing conditions.	
21-02	BLEED AIR 14th Stage "L/R DUCT FAIL/CLOSED" Switch Lights (light function only) (600-2B19)	C	2	0			
21-03						RESERVED	
21-04	BLEED AIR 10th Stage "DUCT FAIL/CLOSED" Switch Lights (light function only) (600-2B19)	C	2	0			
21-05	BLEED AIR 10th Stage ISOL "OPEN" Switch Light (light function only) (600-2B19)	C	1	0			

## MASTER MINIMUM EQUIPMENT LIST

**AIRCRAFT:**

**REVISION NO:**

18

**PAGE:**

BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

DATE:

07/09/2012

36-6

## SYSTEM & SEQUENCE NUMBERS

ITEM

1.

**2.**

**NUMBER INSTALLED**

### 3.

## NUMBER REQUIRED FOR DISPATCH

**4.**

REMARKS OR EXCEPTIONS

## 36 – PNEUMATIC

21-06

Air Leak Detection  
System  
(600-2C10,  
600-2D15,  
600-2D24,  
600-2E25)

C

1

1

Sv

System redundancy may be degraded as indicated by "DUCT MON FAULT" status message.

### 1) Anti-Ice Loops

C

2

0

Bc

Both Loops (A and B) may be inoperative provided:

- Wing ANTI-ICE switch is selected OFF, and
- Operations are not conducted in known or forecast icing conditions.

## 2) Cowl Loops

a) Left

C

2

0

Bc

Both Loops (A and B) may be inoperative provided:

- At least one Right Cowl Loop is operative,
- Right Cowl Anti-Ice SOV is operative,
- Right PRSOV is operative,
- Right HPV is operative,
- Left cowl ANTI-ICE switch is selected OFF, and
- Operations are not conducted in known or forecast icing conditions.

b) Right

C

2

0

Bc

Both Loops (A and B) may be inoperative provided:

- a) At least one Left Cowl Loop is operative,
- b) Left Cowl Anti-Ice SOV is operative,
- c) Left PRSOV is operative,
- d) Left HPV is operative,
- e) Right cowl ANTI-ICE switch is selected OFF, and
- f) Operations are not conducted in known or forecast icing conditions.

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
36 – <u>PNEUMATIC</u>					
21-06	Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)				
	3) Bleed Loops (cont'd)				
	a) Left (600-2C10)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one Right Bleed Loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.	NUMBER INSTALLED	
					3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
36 – PNEUMATIC						
21-06	Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)					
	3) Bleed Loops (cont'd)					
	b) Left (600-2D15, 600-2D24)	C	2	0	(O) Both loops (A and B) may be inoperative provided:	
					a) At least one Right Bleed Loop (A or B) is operative,	
					b) Right PRSOV is operative,	
					c) Right HPV is operative,	
					d) Right Air Conditioning Pack is operative,	
					e) Bleed source selector switch is selected to the R ENG,	
					f) Bleed Air ISOL Valve is operative and selected CLOSED,	
					g) Bleed valves selector switch is selected to MANUAL,	
					h) APU is operative,	
					i) APU Load Control Valve is operative,	
					j) Cross bleed start procedure is not used for engine start,	
					k) Operations are conducted at or below FL 250,	
					l) Operations are not conducted in known or forecast icing conditions, and	
					m) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
						(cont'd)



## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b>	18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b>	07/09/2012	36-9

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.		NUMBER INSTALLED	
						3. NUMBER REQUIRED FOR DISPATCH	
						4. REMARKS OR EXCEPTIONS	
36 – PNEUMATIC							
21-06	Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)						
	3) Bleed Loops (cont'd)						
	c) Left (600-2E25)	C	2	0	(O) Both loops (A and B) may be inoperative provided:		
					a) At least one Right Bleed Loop (A or B) is operative,		
					b) Both PRSOV are operative,		
					c) Both HPV are operative,		
					d) Both Engine Cowl Anti-Ice SOV are operative,		
					e) Right Air Conditioning Pack is operative,		
					f) Operations are conducted at or below FL 250,		
					g) Ground operation for Right Air Conditioning Pack is conducted using engine bleed,		
					h) Operations are not conducted in known or forecast icing conditions, and		
					i) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative) and (Air Conditioning – Single Pack Operation).		
							(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-10
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
36 – PNEUMATIC					
21-06	Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)				
	3) Bleed Loops (cont'd)				
	d) Right (600-2C10)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one Left Bleed Loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-11
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
36 – <u>PNEUMATIC</u>					
21-06	Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)				
	3) Bleed Loops (cont'd)				
	e) Right (600-2D15, 600-2D24)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one Left Bleed Loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 250, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).
					(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 36-12
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2.	NUMBER INSTALLED	
					3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
36 – PNEUMATIC						
21-06	Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)					
	3) Bleed Loops (cont'd)					
	f) Right (600-2E25)	C	2	0	(O) Both loops (A and B) may be inoperative provided:	
					a) At least one Left Bleed Loop (A or B) is operative,	
					b) Both PRSOV are operative,	
					c) Both HPV are operative,	
					d) Both Engine Cowl Anti-Ice SOV are operative,	
					e) Left Air Conditioning Pack is operative,	
					f) Operations are conducted at or below FL 250,	
					g) Ground operation for Left Air Conditioning Pack is conducted using APU or engine bleed,	
					h) Operations are not conducted in known or forecast icing conditions, and	
					i) Operations are conducted in accordance with AFM Supplements (Operations with Airplane Systems Inoperative) and (Air Conditioning – Single Pack Operation).	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 38-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
38 – <u>WATER/WASTE</u>					
10-01	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 38-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
38 – <u>WATER/WASTE</u>					
30-01	Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: <div>a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.</div> NOTE: Any portion of system which operates normally may be used.
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: <div>a) Associated components are deactivated or isolated to prevent leaks, b) Pilot-in-command will determine if flight duration is acceptable with a forward lavatory unusable, and c) Associated lavatory door(s) is secured CLOSED and placarded inoperative.</div> NOTE: These provisos are not intended to prohibit inspections by crewmembers.
30-02	Lavatory Service Indicator Lights	C	-	0	May be inoperative provided alternate procedures are established and used.  NOTE: Waste tanks require a precharge of 8.7 L (2.3 US gallons).

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 45-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
45 – <u>CENTRAL MAINTENANCE COMPUTER</u>					
45-01	Maintenance Diagnostic Computer (MDC)	B	1	0	(M) May be inoperative provided alternate procedures are established and used.
45-02	MAINT Switch Guard	B	1	0	May be inoperative, broken or missing.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 45-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED
45 – <u>CENTRAL MAINTENANCE COMPUTER</u>				
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
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<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 46-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
46 – INFORMATION SYSTEMS							REMARKS OR EXCEPTIONS
20-01	Electronic Flight Bag Systems (EFBs) (Class 2) ***						
	1) Data Connectivity	C	2	0			(O) May be inoperative provided alternative procedures are established and used.
		D	2	0			May be inoperative provided procedures do not require its use.
	2) Power Connection	C	2	0			(O) May be inoperative provided alternative procedures are established and used.
		D	2	0			May be inoperative provided procedures do not require its use.
	3) Mounting Device	C	2	0			(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternative procedures are established and used.
		D	2	0			(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 46-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
46 – <u>INFORMATION SYSTEMS</u>				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
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U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 49-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
49 – <u>AIRBORNE AUXILIARY POWER</u>							
10-01	Auxiliary Power Unit (APU)						
	1) 600-2B19	C	1	0			(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both Integrated Drive Generators (IDG) are operative.  NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
		C	1	0			(M) May be inoperative provided: a) APU is deactivated, b) Aircraft speed is limited to 300 knots, and c) Both Integrated Drive Generators (IDG) are operative.  NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
	2) 600-2C10, 600-2D15, 600-2D24	C	1	0			(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both Integrated Drive Generators (IDG) are operative.  NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
		C	1	0			(M) May be inoperative provided: a) APU is deactivated, b) Aircraft speed is limited to 220 knots, and c) Both Integrated Drive Generators (IDG) are operative.  NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 49-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
49 – AIRBORNE AUXILIARY POWER							
10-01	Auxiliary Power Unit (APU) (cont'd)						
	3) 600-2E25	C	1	0		(M)(O) May be inoperative provided:	
						a) APU is deactivated,	
						b) Intake door is visually verified CLOSED,	
						c) Both Integrated Drive Generators (IDG) are operative, and	
						d) Cabin occupants limited per table.	
						NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.	
		C	1	0		(M)(O) May be inoperative provided:	
						a) APU is deactivated,	
						b) Aircraft speed is limited to 220 knots,	
						c) Both Integrated Drive Generators (IDG) are operative, and	
						d) Cabin occupants limited per table.	
						NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.	

## MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b>	<b>REVISION NO:</b> 18	<b>PAGE:</b>
BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>DATE:</b> 07/09/2012	49-3

SYSTEM & SEQUENCE NUMBERS		1.	2.		3. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
49 – AIRBORNE AUXILIARY POWER								
14-01	APU Air Intake Door Linear Actuator							
1)	600-2B19	C	1	0			May be inoperative provided:	
							a) APU is not used,	
							b) Aircraft speed is limited to 300 knots, and	
							c) Both Integrated Drive Generators are operative.	
							NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.	
		C	1	0			(M) May be inoperative provided:	
							a) Intake door is deactivated CLOSED and	
							b) APU is considered inoperative.	
		C	1	0			(M)(O) May be inoperative provided:	
							a) Intake door is deactivated OPEN,	
							b) APU is operated continuously during flight or aircraft speed is limited to 300 knots if APU is OFF,	
							c) AFM performance corrections for APU ON are applied, and	
							d) APU Battery and APU Battery Charger System is operative.	

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 49-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
49 – <u>AIRBORNE AUXILIARY POWER</u>									
14-01	APU Air Intake Door Linear Actuator (cont'd)								
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0				(O) May be inoperative provided:	
								a) APU is not used,	
								b) Aircraft speed is limited to 220 knots, and	
								c) Both Integrated Drive Generators (IDG) are operative.	
								NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.	
		C	1	0				(M)(O) May be inoperative provided:	
								a) Intake door is deactivated OPEN,	
								b) APU is operated continuously during flight or aircraft speed is limited to 220 knots if APU is OFF, and	
								c) AFM performance corrections for APU ON are applied.	
	3) 600-2C10, 600-2D15, 600-2D24	C	1	0				(M) May be inoperative provided:	
								a) Intake door is deactivated CLOSED, and	
								b) APU is considered inoperative.	
	4) 600-2E25	C	1	0				(M)(O) May be inoperative provided:	
								a) Intake door is deactivated CLOSED, and	
								b) APU is considered inoperative.	
43-01	APU START/STOP "START/AVAIL" Switch Light (light function only)	C	1	0					

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 49-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
49 – <u>AIRBORNE AUXILIARY POWER</u>							
51-01	APU Load Control Valve (LCV)						
	1) 600-2B19	C	1	0			(M) May be inoperative provided it is secured CLOSED.  NOTE: APU is available as source of electrical power only, if required.
	2) 600-2C10, 600-2D15, 600-2D24	C	1	0			(M) May be inoperative provided: a) APU LCV is secured CLOSED, and b) Bleed Valves are selected to "Manual" on the Bleed Air Control Panel.  NOTE: APU is available as a source of electrical power only, if required.
	3) 600-2E25	C	1	0			(M)(O) May be inoperative provided: a) APU LCV is secured CLOSED, and b) Bleed Valves are selected to "Manual" on the Bleed Air Control Panel.  NOTE: APU is available as a source of electrical power only, if required.
51-02	APU Surge Control Valve (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0			May be inoperative CLOSED provided: a) APU is not operated above 17,000 feet, and b) Operations are not dependent on use of APU.
51-03	APU LCV "FAIL/OPEN" Switch Light (light function only) (600-2B19)	C	1	0			
61-01	Electronic Control Unit (ECU)	C	1	0			May be inoperative provided APU is considered inoperative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 49-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM							NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
49 – <u>AIRBORNE AUXILIARY POWER</u>							
61-02	APU Sub-system (600-2C10, 600-2D15, 600-2D24, 600-2E25)						
1)	EGT Sensors	C	2	1			One may be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
2)	Speed Sensors	C	2	1			One may be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
3)	Fuel Filter Delta Pressure Switch	C	2	0			May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
4)	APU Oil Filter Delta Pressure Switch	C	1	0			May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
5)	Generator Oil Filter Bypass Indicator	C	1	0			May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
6)	Oil Temperature Sensor	C	1	0			May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
7)	Time Totalizing Meter	C	1	0			(O) May be inoperative provided alternate procedures are established and used.



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 52-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM				NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS	
52 – <u>DOORS</u>							
11-01	Passenger Door Assist System						
	1) Power Assist Sub-system (Motor, Control Switch, Cables, Pulleys, Fitting)	C	1	0		(M) May be inoperative provided:	
						a) Door is verified manually operative (opens and closes) without any interference, and	
						b) Alternate procedures are established and used.	
	2) Counterbalance Sub-system (Gas Springs, Cables, Pulleys, Fittings)	C	1	0		(O) May be inoperative provided:	
						a) Door is verified manually operative (opens and closes) without any interference, and	
						b) Alternate procedures are established and used.	
11-05	Passenger Door Handrail Quick-Release Pins (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1		(M) May be missing provided the associated cable is stowed.	
11-06	Passenger Door Support Wheel Assembly	C	1	0		(M)(O) May be inoperative or missing provided:	
						a) Support Wheel Assembly is deactivated,	
						b) Alternate procedures to support door with cable kit are established and used, and	
						c) Placarded stairway loading limitations are maintained.	
21-01	Doors and Overwing Emergency Exits	A	-	-		(O) One overwing emergency exit or one door may be inoperative provided:	
						a) No passengers are carried except aircraft crew,	
						b) Affected door or emergency exit is verified CLOSED, LATCHED, and LOCKED before each departure, and	
						c) Repairs are made within three flight days.	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 52-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 – <u>DOORS</u>							
31-01		Balance Springs					
	1)	Cargo Compartment Door (600-2B19)	C	2	1		May be inoperative provided door is verified operative (opens and closes) without interference.  NOTE: Door may close faster.
	2)	Aft Cargo Compartment Door (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1		May be inoperative provided door is verified operative (opens and closes) without any interference.  NOTE: Door may close faster.
35-01		Forward Cargo Compartment Protector Kits (600-2C10, 600-2D15, 600-2D24, 600-2E25)					
	1)	A/c without ModSum LE670T11781 (Door Protector Kit)	D	-	0		(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated cargo compartment door is visually inspected for damage and checked for correct operation, and c) Associated cargo compartment or sub-compartment remains empty.
			D	-	0		(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated cargo compartment door is visually inspected for damage and checked for correct operation, and c) Associated Cargo Compartment Door Restraint Nets are verified operative and properly installed after every cargo/baggage loading.

(cont'd)

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 52-3
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
52 – <u>DOORS</u>					
35-01	Forward Cargo Compartment Protector Kits (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)				
	2) A/c with ModSum LE670T11781 (Vent Flap Protector Kit)	D	-	0	(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated vent flap mechanism is visually inspected for damage and checked for correct operation, and c) Associated cargo compartment or sub-compartment remains empty.
		D	-	0	(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated vent flap mechanism is visually inspected for damage and checked for correct operation, and c) Associated Cargo Compartment Door Restraint Nets are verified operative and properly installed after every cargo/baggage loading.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 52-4
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
52 – <u>DOORS</u>					
51-01	Flight Deck Security Door (FAR 25.795 Compliant)				
	1) Door Latch	A	1	0	May be inoperative provided: a) Door Dead Bolt is operative, b) Door Dead Bolt is used to lock and unlock the door, and c) Repairs are made within two flight days.
	2) Flight Deck Door Panel Pressure Relief Latches	A	-	0	May be inoperative in the latched position provided repairs are made within two flight days.
	3) Dead Bolt	A	1	0	May be inoperative provided repairs are made within two flight days.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 52-5
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
52 – <u>DOORS</u>							
70-01	Passenger Door Indication System						
1)	600-2B19 without ModSum TC601R13193 (Phase IV Door)	A	1	0		(O) May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on six door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Door lock flag indicator indicates LOCKED, e) Inner knob is verified STOWED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, and i) Repairs are made within three flight days.	
2)	600-2B19 with ModSum TC601R13193 (Phase IV Door)	A	1	0		(O) May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on four door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Green witness mark on upper lock on upper roll shaft is aligned, e) Door lock flag indicator indicates LOCKED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, and i) Repairs are made within three flight days.	
						(cont'd)	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 52-6
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
ITEM						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
52 – <u>DOORS</u>							
70-01	Passenger Door Indication System (cont'd)						
3)	600-2C10, 600-2D15, 600-2D24, 600-2E25	A	1	0			(O) May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on four door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Green witness mark on upper lock on upper roll shaft is aligned, e) Door lock flag indicator indicates LOCKED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, i) Ground Valve (Avionics Cooling) is considered inoperative, and j) Repairs are made within three flight days.
70-02	Avionic Compartment Door Indication System	C	1	0			May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, and b) Handle is verified STOWED.
70-03	Overwing Emergency Exit Indication Systems	C	-	0			(O) May be inoperative provided before each flight: a) Affected door is CLOSED, LATCHED and LOCKED, and b) External push plate is verified FLUSH.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 52-7
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
52 – <u>DOORS</u>									
70-04	Cargo Compartment Door Indication System								
	1) FWD (600-2C10, 600-2D15, 600-2D24 with modsum 670T31862), (600-2E25)	C	1	0					May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Gap between door and fuselage is verified not present.
	2) CTR (600-2D15, 600-2D24 with modsum 670T31862), (600-2E25)	C	1	0					May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Gap between door and fuselage is verified not present.
	3) AFT	C	1	0					May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, and b) Handle is verified STOWED.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 52-8
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 – <u>DOORS</u>							
70-05		Service Door Indication System					
	1)	600-2B19	C	1	0		May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks are aligned at viewing window, c) Internal handle is verified at LOCKED position, and d) External handle is verified STOWED.
	2)	600-2C10	C	1	0		May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.
	3)	600-2D15, 600-2D24, 600-2E25					
	a)	FWD	C	1	0		May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.
	b)	AFT ***	C	1	0		May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.



<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 73-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
73 – <u>ENGINE FUEL &amp; CONTROL</u>					
21-01	Full Authority Digital Engine Control System (FADEC) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	A	1	1	System redundancy may be degraded as indicated by "L FADEC FAULT 1" status message provided: a) "R FADEC FAULT 1" status message is not displayed, and b) Repairs are made within 10 days.
		A	1	1	System redundancy may be degraded as indicated by "R FADEC FAULT 1" status message provided: a) "L FADEC FAULT 1" status message is not displayed, and b) Repairs are made within 10 days.
		A	1	1	(M) System redundancy may be degraded as indicated by "L FADEC FAULT 1" and "R FADEC FAULT 1" status messages provided: a) Not-dispatchable FADEC failures are verified not present on both engines, and b) Repairs are made within 10 days.
		A	1	1	System redundancy may be degraded as indicated by "L FADEC FAULT 2" status message provided repairs are made within 30 days.
		A	1	1	System redundancy may be degraded as indicated by "R FADEC FAULT 2" status message provided repairs are made within 30 days.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 73-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
73 – <u>ENGINE FUEL &amp; CONTROL</u>					
31-01	EICAS Fuel Flow "FF" Readouts (600-2B19)	B	2	1	May be inoperative provided all EICAS Fuel Tank Quantity Readouts are operative.
31-02	EICAS Fuel Used Readout (600-2B19)	C	1	0	May be inoperative provided all EICAS Fuel Tank Quantity Readouts are operative.
31-03	Fuel Low Pressure Indicating Systems (600-2B19)	A	2	1	(O) One may be inoperative provided: a) Both Fuel Boost Pumps are operative, and b) Repairs are made within ten days.  NOTE: Fuel system check valve test (First flight of day - Before Engine Shutdown) is waived for the inoperative fuel low pressure indication.
31-04	Fuel Feed Temperature Indicating System	C	2	1	One may be inoperative provided icing inhibitor is added to the fuel.
		C	2	1	May be inoperative provided EICAS oil temperature readout is checked to be stable within limits prior to each flight.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 74-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
74 – <u>IGNITION</u>					4. REMARKS OR EXCEPTIONS
11-01	Ignition Systems				
	1) 600-2B19				
	a) A Systems	B	2	1	One may be inoperative provided both B Systems are operative.
	b) B Systems	B	2	0	Both may be inoperative provided both A Systems are operative.
					NOTE: Although the Continuous Ignition System remains operative, the "CONT IGNITION" status message and "CONT IGNITION ON" light on overhead panel are inhibited.
					(cont'd)

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 74-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
74 – <u>IGNITION</u>					
11-01	Ignition Systems (cont'd)				
	2) 600-2C10, 600-2D15 600-2D24, 600-2E25				
	a) A Systems	B	2	1	(O) One may be inoperative provided both B Systems are operative.
	b) B Systems	B	2	0	(O) Both may be inoperative provided both A Systems are operative.
30-01	IGNITION A/B "ARM/ON" Switch Lights (light function only) (600-2B19)	C	2	0	
30-02	IGNITION CONT "ON" Switch Light (light function only)	C	1	0	

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 76-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
76 – <u>ENGINE CONTROLS</u>									
10-01	SYNC SEL Switch (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0					
11-01	L & R Engine Speed Control Systems (600-2B19)	C	2	0			(O) Both may be inoperative provided: a) ENG SPEED CONTROL switches are selected OFF for both engines, b) APR is selected OFF, and, c) Operations are conducted in accordance with AFM APR inoperative performance data.		
							NOTE: Thrust levers will not always be aligned when fan speeds are matched.		
11-03	Throttle Lever (FADEC) RVDTs (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	4	2			One per throttle lever may be inoperative.		
13-01	Automatic Performance Reserve System (APR) (600-2B19)	C	1	0			(O) May be inoperative provided: a) APR is selected OFF, and b) Operations are conducted in accordance with AFM APR inoperative performance data.		

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 76-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
76 – <u>ENGINE CONTROLS</u>				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
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<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 77-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
77 – <u>ENGINE INDICATING</u>					
31-01	Engine Vibration Monitoring Indications	B	2	1	One may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both Ice Detection Systems are operative.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 77-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED
77 – <u>ENGINE INDICATING</u>				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
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**AIRCRAFT:**

BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25

**REVISION NO:**

18

**PAGE:****DATE:**

07/09/2012

78-1

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
		ITEM		3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
78 – <u>ENGINE EXHAUST</u>					
30-01	Thrust Reverser Systems	C	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) There is no structural damage to thrust reverser system beyond approved acceptable damage limits,</li> <li>b) Inoperative thrust reverser is deactivated, stowed and locked in forward thrust position, and</li> <li>c) Operations are conducted in accordance with AFM performance data.</li> </ul>

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 78-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED
78 – <u>ENGINE EXHAUST</u>				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
				THIS PAGE IS INTENTIONALLY LEFT BLANK

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 79-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
		ITEM					NUMBER REQUIRED FOR DISPATCH
							REMARKS OR EXCEPTIONS
79 – ENGINE OIL							
12-01	Oil Replenishment System ***	D	1	0			(M) May be inoperative provided alternate method for checking engine oil levels and servicing engine oil is established and used.
21-01	Engine Oil Filter Impending Bypass and Chip Detector Panel (Engine Oil Detection Panel)						
	1) 600-2B19 Pre-SB GE 72-0109	C	1	0			(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 30 flight hours interval(s).
	2) 600-2B19 Post-SB GE 72-0109	C	1	0			(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 100 flight hours interval(s).
	3) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0			(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 100 flight hours interval(s).
30-01	Low Oil Pressure Switch (600-2C10, 600-2D15, 600-2D24, 600-2E25)	A	2	1			(O) May be inoperative OPEN provided: a) Both oil pressure readouts are verified operative, and b) Repairs are made within one flight.
		A	2	1			(M)(O) May be inoperative CLOSED provided: a) Both oil pressure readouts are verified operative, b) Inoperative Low Oil Pressure Switch is deactivated, and c) Repairs are made within one flight.
							NOTE: Aural warning "Engine Oil" will not be functional.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 79-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 – <u>ENGINE OIL</u>							
30-03	Engine Oil Level Indications (600-2B19***, 600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0			(M) Both may be inoperative provided: a) Engine oil reservoir is refilled within the permissible time interval, and b) There is no evidence of excessive oil consumption.

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 80-1
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS		1.	2.	NUMBER INSTALLED	
ITEM				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
80 – <u>STARTING</u>					
10-01	Engine L/R "STOP" Switch Lights (light function only)	C	2	0	Both may be inoperative provided N2 is monitored.
10-02	Engine "START" Switch Lights (light function only)	C	2	0	
10-03	Air Turbine Starter Speed Cutout Switches (600-2B19)	C	2	1	
					(O) May be inoperative CLOSED provided: <ul style="list-style-type: none"> <li>a) Associated Engine STOP Switch Light is operative,</li> <li>b) Engine start is manually terminated, and</li> <li>c) Starter disengagement is confirmed.</li> </ul> NOTE: The Air Turbine Starter will be damaged if it is left engaged at or above engine idle speed.
11-01	Starter Air Valves (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	(M)(O) One may be inoperative CLOSED provided alternate starting procedures are established and used.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

<b>AIRCRAFT:</b> BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25	<b>REVISION NO:</b> 18	<b>PAGE:</b> 80-2
	<b>DATE:</b> 07/09/2012	

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	
80 – <u>STARTING</u>				3.	NUMBER REQUIRED FOR DISPATCH
				4.	REMARKS OR EXCEPTIONS
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